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Pan-American Emblem.



THIS beautiful emblem which was adopted by the Executive Committee, of the Pan-American Exposition, which will be held at Buffalo during the summer months of the year 1901, was the work of Raphaël Beck, a Lockport artist, whose design was by all conceded to be the most beautiful and comprehensive of the four hundred and odd drawings which were submitted.

The design tells the hopes and aspirations of the management of

the coming Fair as no words can, for the high and noble underlying purpose of the Pan-American Exposition is to show to the world the progress that has been made by the people of the Western world during the fleeting century and to bring about closer trade and social relations between the peoples of all the Americas. Nothing could more beautifully express the idea of a binding together of the people of the North, Central and Southern divisions of the western hemisphere than Mr. Beck's picture, which shows the sweet-faced nymph of North America smiling a welcome as she looks down and extends a snowy arm across the Isthmus of Panama in greeting to her sweet-faced sister of the south, who by the way seems fully as eager to clasp the extended hand and to do her share in the effort to bind together the North and South in the holy bonds of an All-American Sisterhood.






THE LENOX.

The Lenox

Absolutely Fire-proof.
North Street, near Delaware Ave.
BUFFALO, N. Y.
George Duchscherer, Prop.

American and European Plan.

Rooms, Single or Ensuite,
Furnished or Unfurnished.



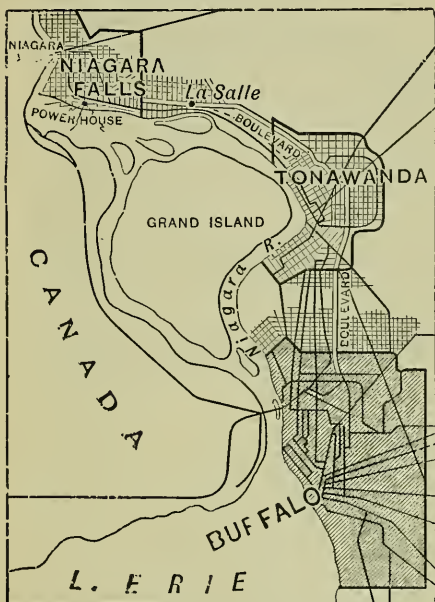
THE
LENOX

Is one of the most perfectly appointed apartment houses in the world. Situated on the highest point in the city of Buffalo, in the center of the most fashionable residence section, it offers its patrons a most attractive home, with every convenience. A roof garden makes summer life here delightful, the view of the surrounding country being very beautiful, especially towards the Canadian frontier, Niagara Falls and Queenstown Heights with Brock's Monument, being plainly visible; and while the Lenox furnishes an ideal home for permanent guests, it also caters to guests remaining in the city for a day, or even a few hours, giving every modern facility and convenience that the most up-to-date hotel offers.

Cuisine and General Service
of the Highest Standard.

One
Half
Hour
From
Niagara Falls.

ANSLEY D. WHITE, Niagara Frontier Real Estate.



Choice Business Properties, and Manufacturing Sites. & & & Well Located Acreage a Specialty. ☞
Full information cheerfully given regarding Buffalo Investments, City or Suburban; also, particular attention given to the **LOCATING OF NEW INDUSTRIES.**

Buffalo ☞

Has over 400,000 population, and is growing phenomenally. Is within 500 miles, or a night's ride, of 40,000,000 people.

Has unlimited, cheap, clean and convenient Niagara Falls Electric Power.

Has 30 Railroads, is at the foot of the great lakes, and at the head of the Erie Canal.

Is the greatest coal, grain, lumber, sheep and fresh fish market, and the second largest cattle market **IN THE WORLD.**

Has more miles of **ASPHALT PAVEMENT** than any other city on earth, and is the **HEALTHIEST** large city in America.

Will benefit through the **PAN-AMERICAN EXPOSITION** by advertisement to 25,000,000 visitors, and by \$100,000,000 spent by them---

☞ *in 1901.*

ANSLEY D. WHITE,
(Member Buffalo Merchants Exchange.)

702 D. S. MORGAN BLDG.

BUFFALO, N. Y.

FIRST EDITION~~5,000.

INS AND OUTS of BUFFALO.....

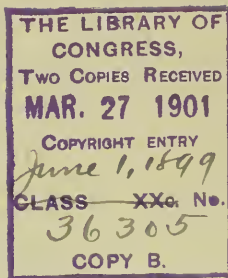
The Queen City
of the Lakes.....

5-1900.

A Thoroughly
Authentic
And
Profusely
Illustrated
Guide.



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A. B. FLOYD
Buffalo



"INS AND OUTS OF 'BUFFALO'"
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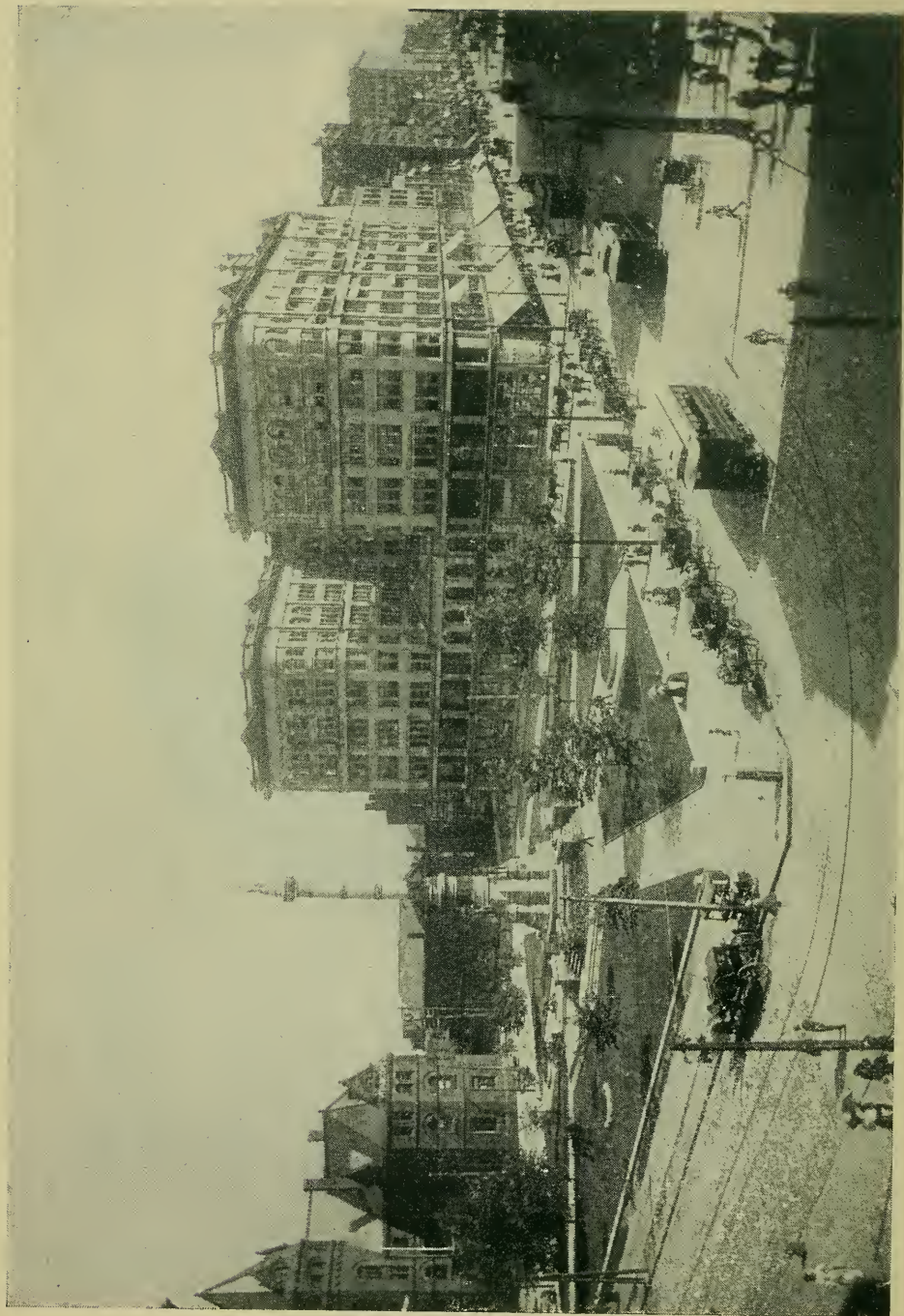
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Cuts Used
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In giving my approval and endorsement of this comprehensive and most recent review of the progress of our city, I feel certain that much public attention from many other municipalities will be attracted towards Buffalo. The interest created by a perusal of "Ins and Outs of Buffalo" ought to ensure for this work, a welcome reception among our citizens locally, and a wide circulation in general.

*Signed CONRAD DIEHL,
Mayor of Buffalo.*



LAFAYETTE PARK--On Main Street between Clinton and Broadway.

Publisher's Note.



THIS BOOK is respectfully dedicated to visitors of Buffalo, and is the result of an effort to embody in compact form, a full, but not tiresome history of this, the "Queen City of the Lakes." It embraces an account of events of interest from the early discovery of the site by white men, up to the present, and even reaches forward to the Pan-American year.

The material has been gathered from Histories, Records, Newspaper Files, and other authentic sources, and the publisher wishes to here make acknowledgement of courtesies and assistance extended him by the many who have so kindly assisted in the work. The archives of the Buffalo Historical Society have been open to the compiler who has made free use of its books and documents.

Of the public who may read this book, we ask for that indulgence which may properly come when a great subject is treated in a limited space; We trust that the reader who goes with us in our *INS AND OUTS OF BUFFALO* will be gratified and profited by reading the descriptive matter and viewing the illustrations herein portrayed, either before or after facing the scenes and objects that the author has attempted to describe.



RED JACKET
SAO-YE-WAT-HE
"KEEPS THEM AWAKE"
DIED AT BUFFALO CREEK
JANUARY 20, 1830
AGED 78 YEARS

WICH I AM CHIEF
AND MY VARRIES ARE MY DEGREE
THOU' THE FIGHT I AM AWARE
IF THE WHITE MAN WILL PERSEVERE
MY DEATH SHALL BE WORTHY OF THEM
IN MY PEOPLE'S BLOOD TO BE
GLORIOUS AND FORTHWITH

ERECTED BY
THE BUFFALO HISTORICAL SOCIETY



Early History.

THE strongest branch of Iroquois Indians, the Senecas, were still roaming through their hunting grounds in the western part of this state one hundred years ago. Research into Indian tradition reveals the fact that the Iroquois, or Mingo race, whom De Witt Clinton denominated the "Romans of the Western World" was the dominant race on this continent previous to the establishment of strong white colonies. They conquered, one after another, every tribe with whom they came in conflict, and were the acknowledged masters of the country east of the Mississ-

ippi when the European arrived.

Their origin has furnished a subject of speculation for ethnologists and historians for a century, and is still veiled in obscurity, and may forever remain a mystery to their successors. The Indian population of the state has been estimated as high as 8,000 to 12,000, but they are an extremely conservative race, keeping aloof from their white conquerors, so it is quite impossible to approximate, with any degree of accuracy, what their population at any particular period has been.

That they had some ideas in advance of their white brethren, who are exterminating game birds, beasts and fish, may be inferred from the fact that the Iroquois once made war against the Illinois, and nearly destroyed that tribe because they had violated game laws of the hunting nations in not leaving a certain number of male and female beavers in each pond. Their moral and mental endowments must have been of a high order to call out such an eulogium as this by Turner, who says of these aborigines: "Nowhere in a long career of discovery, of enterprise and extension of empire, have Europeans found natives of the soil with as many of the noblest attributes of humanity; moral and physical elements which, if they could not have been blended with ours, could have maintained a separate existence and been fostered by the proximity of civilization and the arts. Everywhere when first approached by our race, they wel-

comed us and made demonstrations of friendship and peace. Savage as they were usually called, savage as they may have been in their assaults and wars upon each other, there is no act of theirs recorded in the history of our early settlements and colonization of this new world, of wrong or outrage, that was not provoked by assault, treachery or deception—breaches of the hospitality which they had extended to us as strangers in a bare and foreign land. Whatever of savage character they may have possessed, so far as our race was concerned, it was dormant until aroused to action by assault, or treachery of intruders upon their soil, whom they had met and treated as friends.”

Lovers of modern sport may feel a friendly interest towards the Seneca Indians, when informed that according to the best records of their history which have been preserved, a war which ended in the expulsion of the Eries from the territory west of the Genesee River, about the year 1654, originated in a breach of faith on the part of the latter tribe in a ball game to which they had challenged the Senecas. Unfortunately there is no “score card” of the game, and thus we may never know whether there was an umpire or not, and if so, whether he was smitten with a ball bat, or a war club, or cleft with a tomahawk, or merely transfixed with a flight of arrows.

Circumstances prove however, that the Iroquois were not the first human inhabitants of western New York. Prior to them were the Mound Builders, who left their mark on the continent in the form of those mounds that have puzzled the white man ever since their discovery. In the Middle and Western states mounds are found which assume large proportions, those in this section of the country are much smaller, but of a similar character and the Indians confess their ignorance as to who formed them. Indians are therefore the only ones of whom we can write historically as being the possessors of the pleasant hills and plains of this territory and it is to be regretted that we know so very little about them. Nearly every section of the country was traversed by trails of Indian tribes but it is a hopeless task for anyone now to try to locate them. There is about as little trace of the Indians on land as there is of the wake of a birch bark canoe on the bosom of Lake Erie. Only their names are on our waters and connected with a few of our towns and villages. Cibola, the Indian name for Buffalo, has long since passed into oblivion. Red Jacket’s name in his own language was “Sa-Go-Ye-Wat-Ha” meaning “Keeper Awake.”

Game of various kinds was in great abundance and the early settlers wanted not for venison, duck, pigeons and other game common to this section. Deer are said to have been so numerous that the first white settlers were wont to entertain themselves watching the herds bounding across the openings and

even complaints were made that the pretty creatures made too free with their crops of growing wheat and corn. To shoot a half dozen a day was no uncommon occurrence for a pioneer hunter. Wild fowl frequented the country in millions. Fur-bearing animals, including the beaver, were very common. The streams and lakes were alive with fish. Indian tradition also shows that the American bison of the prairie which has shared the same fate of extermination as the Eries, used to herd in large numbers along the Buffalo Creek.

We need not dwell upon the adventures of the good Father Daillon, the French missionary who passed the winter of 1626 between the Genessee and Niagara rivers; of La Salle and his twenty-four companions who arrived from the east in 1669; of the devout Father Hennepin and his band of Jesuits who worked on patiently and wearily till 1679, all these are chronicled in the history of the bitter struggle that took place between the French and English for possession of this region in the seventeenth and eighteenth centuries.

In the memorable year 1776, that bitter conflict raged between the United States and England, the reason of which the Indian nature could not understand; had they done so, it is thought they would have remained neutral, but although General Schuyler succeeded in obtaining a treaty from them with that end in view, negotiations were afterwards conducted by two British officers, who induced the Six Nations to side with the British. Unfortunately for themselves they were but too faithful to their agreement, and during the revolutionary period, in company with the tories and Butler's rangers they harrassed the border of this state and Pennsylvania in such characteristically savage fashion as to draw upon themselves the visitation of General Sullivan, who in 1779, under orders from General Washington, commenced a campaign against the Indians and succeeded in breaking up their power forever, for as a nation they never again took the field of war.

With unaccountable forgetfulness or ingratitude the British made no provision for their former allies, the Indians, when they arranged the peace treaty with the United States in 1783, but left the problem of their future existence among the peoples of the new American Republic, to be solved by themselves.

After the defeat of the British by the Colonies, the Indian could not bring himself to recognize the authority of the newly organized state of New York, or that of the United States of America as a permanent government with whom he must make friends, and thus, unfortunately for him in having chosen the wrong side, he was rapidly pushed to the wall, His former friends had

retreated across the Niagara frontier to Canada, but he, with a pitiful foolhardiness born of ignorance, stayed around the place where General Sullivan had so completely whipped him, and occasionally gratified his sullen desire for revenge by murdering pioneer settlers, and burning them at night in their log cabins. This could not and did not last long. Thoughtful men who have since studied the Indian question, believe that a great mistake was made by the State and the Federal governments in allowing the remnants of these tribes to assert their independence as a nation, yet they felt they dare not make terms with them upon any other basis. The Six Nations, were defeated by General Sullivan, and completely routed, and it therefore became the duty of the new government of the United States alone to dictate terms.

It should be said however, that during the war with Great Britain in 1812, the Indians fought with the United States forces, but as these details involve so much of interest to other territory besides the Niagara Frontier, it is not within the scope of a guide-book to narrate them.

The site of Buffalo now becomes historical, because of the important councils held here between the Indians and the United States Government. President Washington feared that the discontent brewing among the race would prevent the settlement of the country. A commission was appointed to go and effect, if possible, a treaty of peace. The council was held at Buffalo Creek, in April to May 1791, and the treaty signed by General Lincoln, which resulted in peace being ever afterwards maintained.

The earliest known mention of this creek was found in an old manuscript dated 1764, which shows a map of both banks of the Niagara river from Lake to Black Rock, with Buffalo creek located thereon, and bearing its present name. After the signing of the peace treaty, immigration was encouraged and a settlement founded at the mouth of the creek, which two years later was visited by the Duke de Rochefoucauld-Laincourt, who stopped at a place known as Palmer's tavern.

In 1792 Red Jacket, along with several other chiefs, decided to pay a visit to the father of the new nation. So pleased was General Washington with the dignity, suavity, and eloquence of the great Indian chief, that he caused to be struck off, a huge oval silver medal, seven inches long by five inches wide, on which is represented Red Jacket and the General, together with a ploughman, smoking the pipe of peace. The gift so delighted the old chief that he always wore the medal around his neck. A copy of the painting from life of this celebrated Indian and also the original medal and a fine tomahawk may be seen in the collection of Indian relics at the Buffalo Historical

Society's rooms. The remnants of the Senecas formed a village on the south side of Buffalo creek, at a place until recently well known by its mission-church and old burying ground. This place was the home of Red Jacket whose remains now rest alongside those of his contemporaries, Cornplanter, Tall Chief, Tom Pollard and Chief Two Guns in the beautiful cemetery of Forest Lawn. From Buffalo creek the Senecas removed to their present home on the Cattaraugus reservation, about 31 miles from Buffalo.

In 1801 Joseph Ellicott who was made principal surveyor for the Holland Land Company, the owners of a large tract of territory in western New York, organized a corps of 150 engineers and took with him nearly \$8000 worth of rations and supplies for a six months campaign in these then unexplored wilds. He arrived at the site of the little settlement on Buffalo creek, which at that time was the home of half a dozen men, one of whom kept a trader's store where the Marine bank now stands. He caused a survey to be made, and after correctly mapping out a plot, the name of the settlement was put down as New Amsterdam. Three years later he laid out the city from the lake to "Chipeway" street, and from Ellicott street, then Onida, west to about Carolina street as the city is to-day divided; but Main street was Vanstaphorst avenue and Niagara street bore the euphonious name of Schimmelpennich avenue. The only streets which have kept their original names, as then given, are:—Mohawk, Huron, Chippewa, Delaware, Swan, Seneca, Eagle and the Terrace. The name New Amsterdam, however, did not find favor with the settlers and as the hamlet was known as Buffalo Creek, the latter became so popular that even the Holland Land Company dropped New Amsterdam from their conveyances and substituted Buffalo instead.

Canandaigua and Batavia were the principal settlements in western New York at that time. Rochester was unknown. Even the "blazed trail" through the forest from Canandaigua did not include the Flour City in its course. About this period an unusual inclination to go west was developed in New England. The tide of emigration spread over the state, and western New York was ultimately occupied by the sturdy yeomanry from the Atlantic seaboard. Buffalo gained its full share of the newcomers from eastern settlements and grew apace, until at the breaking out of the war in 1812 it had a population of about 1500. Its prosperity was somewhat impeded by an untimely visit from the British soldiers and Indians, in December of 1813, who, under the leadership of General Riall, crossed the river near Black Rock and advanced toward the town, killing, wounding and capturing such of the people as did not manage to escape into the woods. They then set fire to the town,

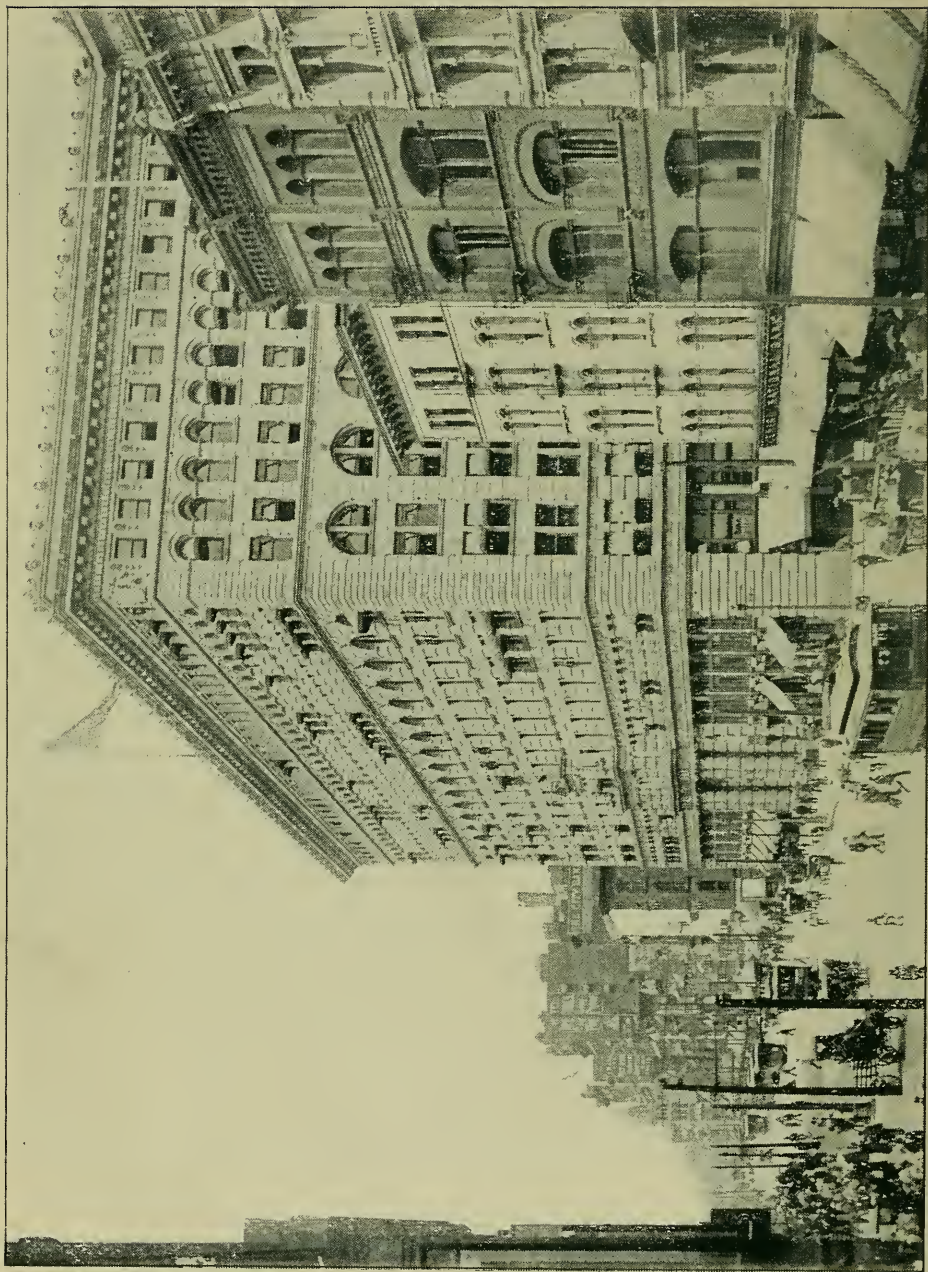
which, with the exception of two dwellings, was reduced to a heap of smouldering ashes within a few hours. This check to its growth was, however, only temporary. Other fighting occurred on the frontier during the war with Britian, one memorable struggle of which was for the possession of Fort Erie. This conflict resulted in the British forces being entirely routed, and after the capture of their batteries they retired discomfited with a loss of six hundred killed and wounded. With this substantial victory, the war along the Niagara frontier was practically ended. During this time the place was being rebuilt, its dimensions enlarged, and its stability and future prosperity fully provided for. In 1813 it was incorporated by an act of legislature as the "village of Buffaloe," but the trustees named in the act neglecting to organize, the law became void, and a new act was passed for a similar purpose during the following year. The same fate attended this second effort to incorporate the village, but a third attempt in 1816 proved successful from which period dates the corporate existence of the "Queen City of the Lakes."

In 1816 the first surveys were made for the cutting of the Erie Canal and as numerous vessels were navigating the fresh-water seas it was believed that this project would immeasurably aid the opening of the new territory and provide a highway to the seaboard for the products of the new settlement. A prolonged discussion took place as to the point at which the canal should terminate, whether at Black Rock or Buffalo, the latter place however winning the day. From this time on there was very little apparent increase in business and general growth until the year 1832, when with a population of something over 10,000, it was decided to incorporate the place as a city, with a mayor, common council, and other necessary city officers. The star of its prosperity was now in the ascendant and trade so generally improved it was deemed advisable to substantially enlarge the Erie Canal, this improvement being finished in 1836. The lake passenger business about this time also began to flourish and splendid steamboats made a rapid increase in the flow of traffic until in 1842 the first railroad came to Buffalo and caused for this business a quick and almost complete decline. With the outbreak of the Civil War an immense movement of produce at high rates of transportation ensued and sustained activity until its close when once more for a whole decade there was nothing but general apathy. Then the tide began to turn, the city's population steadily increased, and the time became ripe for the advancement of some of the brightest dreams of the city's forefathers. The marvelous growth of the West, the immense facilities for rapid communication and improved connection with the coal, iron and oil regions; these and other conditions had their inspiring effect. A score of

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railroads sought for a share in the increasing traffic of the port, and lavishly invested their millions in terminals, workshops, etc.; new manufacturing industries awoke to life, and with the vigor of progress from those years Buffalo has never looked back.

The charter has frequently been amended to meet the increasing demand of the city's growing population and wealth, and surely it is no idle boast to say on the eve of the inception of a mammoth Exposition of all the Pan-American States which will usher in the dawn of a new century, when the population shall have o'ertopped the half-million mark, when the whole of the Niagara Frontier shall have been solidly built up, there will be embraced within that Greater Buffalo, the wonder city, one of the grandest trade and industrial centres of the world.



A TYPICAL STREET SCENE--Main street looking north from Ellicott Square,



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NUGENT'S RUSSIAN & TURKISH BATHS

327 WASHINGTON STREET.

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Turkish Bath and Room all Night \$1.00.

Barber and Chiropodist in Attendance at all Hours.

LADIES' BATH, exclusively Is maintained at No. 850 Main Street, open every day, (except Sunday) from 9 a. m. to 6 p. m., and Tuesday, Thursday and Saturday Evenings until 10 p. m.

PRICES

Russian Bath, 50 cts.

Turkish Bath, 75 cts.

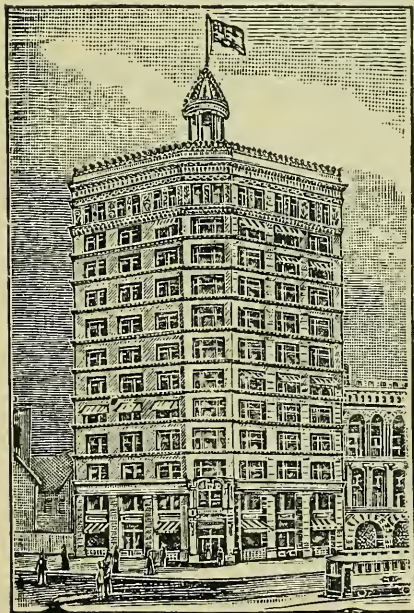
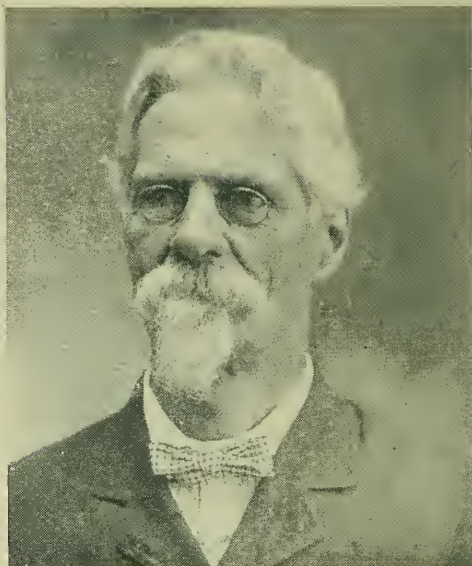
Sulphur Bath, \$1.00.

6 Tickets for \$5.00.

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Promptly Given.
Outdoor, Interior and
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A Specialty.

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A Visit to THE TOWER of the

D. S. MORGAN BUILDING, the
HIGHEST POINT in Buffalo,
Will give you

A Grand View

of Buffalo, Lake Erie, and
Niagara Falls. and should not be
Missed by Visitors to Buffalo.
Centrally located, Elevators.
Open daily, after 7 a. m.

Admission, only 10 cents.

History of To-day.

General View

WHETHER the visitor arrives from the East, via any of the numerous railroad companies' lines which terminate here, by the magnificent steamers which during the summer months plow the waters of the Great Lakes, bringing him from the West, or whether his approach be made through the territory of our great neighbor Canada, from the North: the solid "cold-pressed" fact will force itself upon him that the city of Buffalo shows a flourishing and prosperous development, exceeded by but very few other cities in the Union.

This progress has reached a stage within the past two or three years of such dimensions, chiefly through the vast resources added to the industrial wealth of the city by the harnessing of the mighty Niagara that, "Bellamy-like" looking into the near future, who shall dare assert that before many years the "Electric City" will not rank as one of the great metropolises of this continent.

As a center of traffic some idea of the importance which is attached to the place can be formed, when it is considered that no less than 29 railroad companies operate their roads in and through the city with a total of 250 passenger trains daily. According to the New York Sun, Buffalo leads the procession in the number of miles of railroad trackage within its city limits. It gives the following list:

Buffalo 600 miles,	New York, 464 miles	St. Louis 291 miles
Chicago 593 "	Philadelphia 400 "	Baltimore 255 "

Size of the City

THE total area of the city proper is 42.89 square miles, and during the years 1897-8 there was such a great increase in the number of buildings erected that the city now fills compactly the area allotted to it at its incorporation, a space about ten miles by four, which in shape forms an obtuse-angle triangle, running lengthwise with the lake and Niagara river, and its apex to the south. This area includes on the northern river front the city's quondam rival Black Rock, which it now has absorbed. Other municipal divisions are the East and West sides, the Stock-yards districts

of East Buffalo, and the so-called districts of North and South Buffalo.

Nearly two thousand building permits were issued during the years 1898-9, and in addition, plans were filed for a number of large mercantile structures and business blocks which continue to enhance and increase the city's industrial progress.

The growth of its suburban extensions has of late been conspicuously rapid, and it begins to present, with all the natural advantages that have facilitated this extension, combined with other improvements, all the attributes of metropolitan estate.

The Mayor of the city in a recent message to the Council said:—

“Compared to that of other leading cities the recent growth of Buffalo has been highly gratifying. It has been widely and effectually discussed, and has strengthened belief in a bright future for the whole Niagara Frontier. There has been a larger recognition of the city's natural advantages for commercial and industrial development, and though the general condition of business throughout the country has for the past few years been far from satisfactory, Buffalo has made steady and substantial progress in nearly every department of public and private activity.”

The low cost of property, and the very low tax rate unite in giving to the investor in real estate, opportunities that cannot be had in any city of similar size in the country.

Population

THE population of the city in the year 1789, according to the best records obtainable, consisted of “one white

man” who kept a small trader's store somewhere about the site now occupied by the Mansion House. In 1812 the population had risen to some 1500, and in 1860 to 81,000. Coming down to later dates the last census of 1890 puts the figures at 255,664. The city directory in its latest computations for the year just passed, 1899, gives the results at 393,600. It may safely be asserted however that at the next census in the opening of the coming century the population of Buffalo will not be very far from the half-million mark.

The city is of quite cosmopolitan aspect as will be noticed from the large number of foreign names which swell the ranks of its citizens. Among the earlier emigrants were many Germans whose unceasing industry have largely contributed to the city's advancement. There is probably not a nation in the world whose people adapt themselves more readily to all the elements which contribute to good citizenship than the thriving, sturdy Teuton race.

Of the other two predominating races, the Italians and Poles, neither appear to assimilate very readily with the Anglo-Saxon stock; the consequence being that they form a sort of colony by themselves. The Italian residents are quite a numerous body, and have their places of abode principally on the East Side, where fruit vending, peddling and other minor occupations in life comprise their daily avocation. Of the Polish colony there are probably over 50,000 and the majority of these as well as a large proportion of the Italians constitute the laboring classes. They have their own markets, stores and places of worship. The docks and railroads depend almost entirely upon these two classes for their labor.

Natural Advantages

THE unprecedented advancement of the city during the past decade, has been a surprise to all those who carefully note the growth of American municipalities. The reason for all this is obvious. It is of vast importance as the chief commercial center between New York and Chicago, and makes it a convenient exchange point for more trades and traffic, than any other city in the country. It is a demonstratable fact that it is the main outlet for the products of the great and fertile Northwest. The ore mined in the regions of Lake Superior passes through this city on its road to the furnaces, and the immense coal product of Pennsylvania is here transhipped to the West and Northwest.

Besides this it is the terminus of some of the wealthiest and greatest railroads in the United States; it is in close proximity to the borders of Canada's wealthiest and most thickly populated province; it has exceptional facilities for shipping; its nearness to the canals, and the Great Lakes; the newly acquired and unlimited supply of electrical power obtained from Niagara Falls; favorably situated for cheap coal, iron and natural gas, and having unlimited acreage for expansion, it is not to be wondered at that Buffalo lays claim to the distinction of being the sixth largest commercial shipping port in the world.

City's Health Record

THE development of the Health Department of Buffalo has been so perfected and its results so gratifying that many of its features of excellence are being adopted by other cities. These are the results of a rigidly enforced system. The death rate of the city is computed on a population estimated at 370,000, which is far below the estimate of the

city directory and other conservative authorities. Its low percentage is one of the most conspicuous features that contribute to its reputation.

Circulars for the dissemination of scientific knowledge, suited to public reading and understanding, and printed in several languages, are freely distributed, especially among the laboring and lower classes. In hot weather, special instructions are sent out to mothers with regard to the care and treatment of all infantile complaints. For many years the greatest proportionate mortality occurred in children under five years of age, and for this reason the efforts of the Department have been specially directed towards effecting a remedy. Cases of diphtheria, tuberculosis and cholera infantum are immediately reported. Infected houses are kept under careful scrutiny, the milk business and dairies receive close attention, and in fact the most watchful care is exercised over everything that tends to spread disease and contagion. That this excellent administration has had beneficial results no one who takes the trouble to turn up the statistics can for one moment doubt. The average death rate per 1000 for the year 1898 was 12.25.

Hygienic Matters

CLEAN streets, which annually cost the city about \$150,000 for that item alone, constitute a prominent factor in the matter of public health, of which this city is so justly proud. While the city's population figures have been steadily climbing up, in inverse ratio those representing death rate have gone down.

The sewerage system is one of the finest in the world, and all the garbage of the city is collected and disposed of to the Baynes Garbage Reduction Works, which are situated at Cheektowaga, 600 feet beyond the city line. It there undergoes a process, whereby a certain amount of oil is extracted and the refuse converted into fertilizer. These works run night and day and dispose of over 50 loads of garbage daily. The cost to the city for this work, which is done by contract, was \$91,000 for 1898.

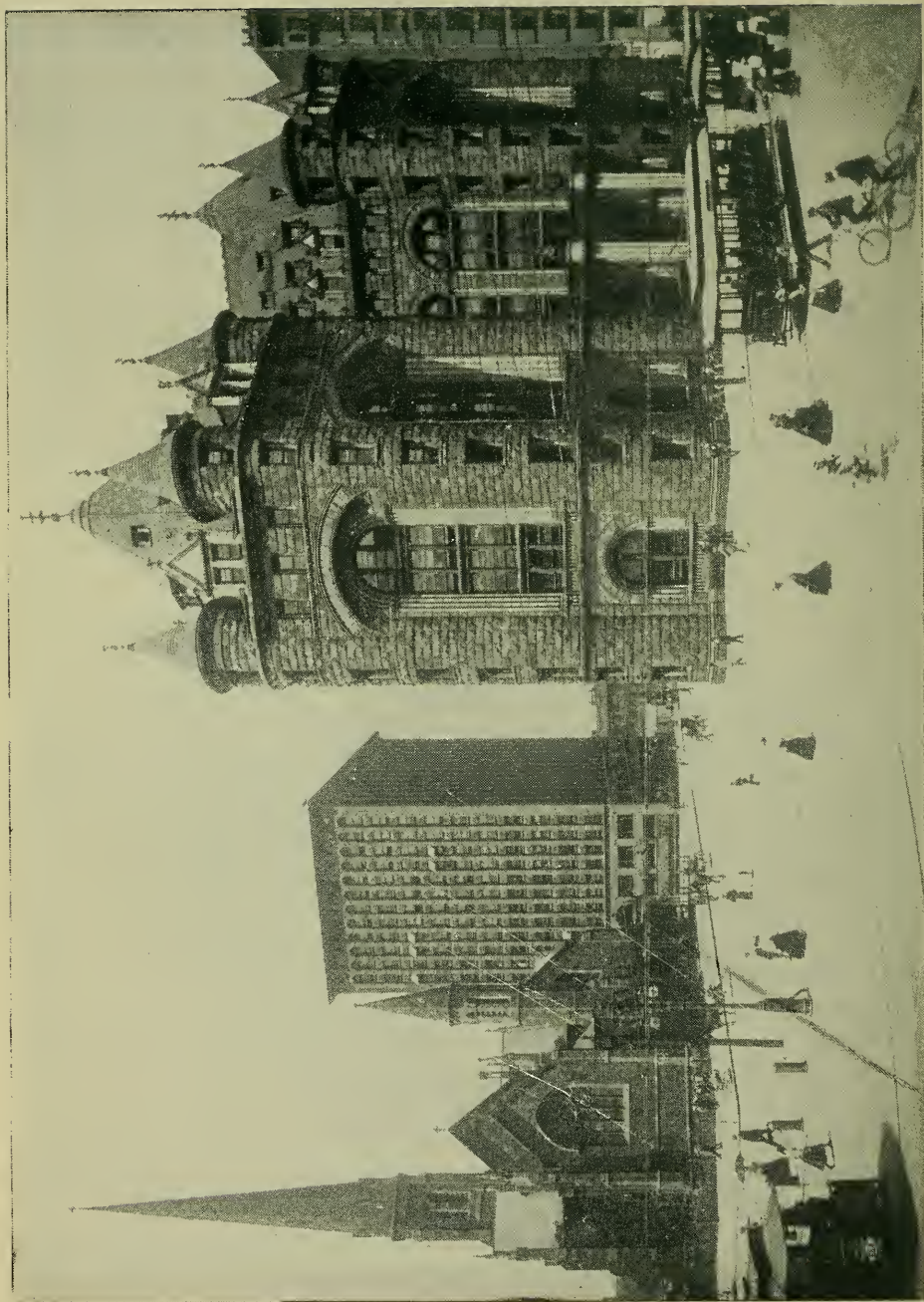
The pure water supply, another most important adjunct to the health of the city, is obtained from Lake Erie at the head of Niagara River, and tapped at a point far beyond the reach of possible contamination. The municipal government owns and operates the water works plant at an expenditure much below the annual revenues. The daily pumping capacity of the nine engines is 187,000,000 gallons, but the average daily pumpage is about 100,000,000 gallons. There are at present over 500 miles of pipe supplying the city with water, and over 400 miles more utilized in carrying off the city's sewage.

Topography

NO WELL DEFINED PLAN can be laid down to assist the visitor to find his way about the city or to any given point very easily. To the stranger, the city with its 1550 streets and other 50 in course of construction, is apt to be somewhat confusing. The best plan will be to study the map and obtain from that a general idea of how the principal streets run. In earlier days it was intended that all main streets should converge at a central point and radiate from there as spokes from the hub of a wheel. This plan never having been successfully carried out the result is that the half a dozen or so long streets such as Niagara, Main, Genesee, Broadway, William, Seneca and Elk although in close proximity to each other in the lower part of the city are many miles apart at their terminals, the intervening spaces having been built with streets at right angles to each other and some of these not following in regular sections, the whole is a tangled mass, by no means easy of solution, even to those who have resided in the city for years.

Main street, the principal thoroughfare as its name implies, commences at the Buffalo River, or docks, and runs in a northerly direction half-way across the city and then turns off to the north-east, terminating at the city limits. Niagara Street which commences at Main, near the Erie County Bank, runs north-westerly until School street is reached, and then turns due north, and terminates at the city line also. Delaware avenue commencing just below Niagara Square runs parallel with Main as far as Chapin place, and then turns northward. Genesee, Broadway, Sycamore and William streets each radiate from Main and the nearby business center and run eastwards, but point a little to the north, thus intersecting the East side and run to the city limits. William street commencing at Michigan runs due east and out past the Stock yards, terminating at the city line. Fillmore avenue the great intersecting street on the East side runs due north and south. North street running east and west divides the city almost about the center, and further north again Delevan avenue running in a like direction sub-divides the northern portion of the city.

The streets were re-numbered in 1868, the following method being employed: the odd numbers are on the right hand side, and the even ones on the left, a new number to each side for every twenty feet, no matter whether there is a building, crossing, or vacant lot. The names of streets appear upon posts at each crossing. For complete street directory, street crossings, numbers, etc., see Appendix.



INTERSECTION OF MAIN, NIAGARA, CHURCH AND ERIE STREETS.

Climate

DURING the summer months the climate is never marked by that excessive sultry heat so noticeable in all cities along the

Atlantic seaboard. The two extremes of 80° and 10° above zero are very rarely ever reached. This temperature is considerably regulated by the moderating influences of the neighboring Great Lakes, which in the summer absorb the heat more readily than the land, and in the winter, being covered with large bodies of ice, they maintain the temperature at 32° or thereabouts, while the temperature of the air away from the lake's influence falls to 20° and sometimes 30° below zero. It has often been the cause of much comment that during the hot months of summer, even when other cities further north are experiencing hot waves, that Buffalo is having enjoyable seasons. The large number of lodges, societies, etc., who hold their annual gatherings here every summer, proclaim the fact that this is one of the most pleasantly habitable cities in the world; during this season Buffalo is at its busiest, and it is also during the summer months, when it may be seen to the best advantage. It is estimated that over 10,000 people each week visit the city, some on business, some in transit for other points east and west, but the great majority are visitors on pleasure bent.

Architectural Features

WHEREVER the eye may turn, one will be confronted with beautiful examples of architectural design and wealth.

Among the new, costly, ornate, and imposing specimens of the spirit of ambition that has taken hold of Buffalo's citizens, there will be found very few landmarks of days gone by. A decidedly city-like prosperity has been imparted to the streets by the numerous public buildings, business structures, and private residences which adorn the city in every part.

From the immense Chicagoan "sky-scraper" down to the beautifully designed apartment houses, will be found a variety of styles and structures of almost every form. The numberless churches located all over the city; the endless array of public and private charitable institutions; the magnificent mansions, and substantially built residences and business blocks, all bear testimony to the progressive spirit and rapidly accumulating wealth of Buffalonians. There are so many of these buildings, that we can only attempt to describe a limited number of them, which will be found with their various points of interest under their proper headings in another portion of this guide.

Commercial Review



COMMERCE and traffic of the Great Lakes during the season open to navigation, is something enormous, and year

by year is increasing rapidly. A large portion of this trade passes into and through the port of Buffalo. In the year 1897 there was imported by lake traffic alone, 204,964,103 bushels of grain, which in 1898 had increased to 221,383,945 bushels; with 10,371,653 barrels of flour; 200,000,000 feet of lumber; 908,824 tons of iron ore; 325,990 tons of lead; 109,746 tons of copper; 105,739 tons of spelter. There was also exported 1,211,936 tons of plaster and cement; 1,360,928 barrels of sugar; 2,455,191 tons of coal; 726,921 barrels of salt, besides other articles such as staves, shingles, ties, wool, tallow, lard, glucose, malt, soap, starch and other staple products as well as great quantities of package freight. The number of entries of vessels during the year was 5620, with aggregate tonnage of 6,129,918 tons; and the total clearances were 5643 with a tonnage of 6,134,799 tons, making a grand total of 12,264,717 tons.

When it is taken into consideration that these figures represent the volume of business by water transportation alone, to which may be added the railroad traffic which is more than double this bulk, the magnitude of Buffalo's importance as a shipping and commercial center needs no further emphasizing. Less than half a dozen ports in the world, and these, with the exception of Chicago, open to navigation the year round, can equal this showing.

For a long time the vast bulk of this produce from the west was trans-shipped east from Buffalo by the Erie Canal, but after the great inrush of railroads, transportation rates were forced down to considerably below a paying point. This had the effect of enlightening the public understanding to the fact that if the canal was improved, and deepened, so as to permit the passage of larger boats, it still might prove its usefulness, and at the same time act as a check to the monopolizing influences of the railroad corporations. It is expected this extension will be augmented by a bill to be introduced in the legislature for the further improvement of the canal, which shall represent the wisest course to pursue and secure the support of all the different interests with a desire that the canal may regain some of the ground it has lost during the past twenty years. The importance of the railroads cannot however be underrated. They have been of incalculable benefit to the city, and form a chief factor in the development of the city's progress. With all the teeming industry of their terminals and workshops, and the immense yards for the construction and repair of their rolling stock, they have made Buffalo one of the greatest railroad centers of the present day.

Manufactures

IN the field of manufacturing and industrial pursuits Buffalo's position in the Western Hemisphere is becoming more prominent each year. Its location in the midst of a territory with a population of 38,000,000, or more than half that of the whole of the United States, and within a radius of 500 miles, with unlimited power at its very doors, cheaper electricity and coal than can be had elsewhere in the country, all these make it an ideal site for the production and distribution of manufactured products.

The city has over 4,000 manufactories, giving employment to some 150,000 operatives. The annual capacity of its flour mills is in the neighborhood of three million barrels. Its breweries have a capacity to annually produce 2,000,000 barrels, while the malting interests run up to a production of 3,000,000 bushels of malt per year. Huge furnaces are located in Buffalo and also the adjoining town of Tonawanda. Other immense industries are the manufacturing of heavy and light machinery, cars, car-wheels, axles, mill and sugar-making apparatus, wood-work, malleable iron goods, leather, bicycles, soap, staples, and specialties in great variety.

The Visitor's Comfort.

HAVING arrived in the "Buffalo of To-day" the visitor's first object is naturally some abode where he can have comfort combined with convenience. Presuming that he is a stranger, he will find that nearly all the principal hotels are conveniently located in the down-town or business end of the city, and within quite easy walking distance of the railroad stations and docks. The facilities which Buffalo provides for the caring and housing of its guests are ample and numerous. The largest hotels are magnificently equipped with all modern up-to-date requirements and luxuries. Baths of all descriptions, barber shops, manicures, and stenographers form a part of the many advantages emphasized by their respective proprietors. Rates vary from \$1.00 to \$5.00 per day according to grade, location and superiority of accommodation.

For the visitor who prefers the quiet and privacy of a home there are many excellent and well-appointed boarding-houses, or as is sometimes more convenient for those who devote a good deal of their time to excursions and sight-seeing it may be preferable to secure apartments only, dining at some of the many restaurants which provide meals at all hours of the day. No city has better or more fashionable high-class boarding houses than Buffalo.

See Appendix "Where to Stop," for information in this line.

The City Government.

UNDER a revised charter, which became a law in 1892, the government of the city is conducted. It was framed by a committee of Buffalo's best citizens in social and political circles. This model instrument provides for a Board of Aldermen consisting of twenty-five representatives, one from each of the twenty-five wards. This body originates all legislation in the City's Government.

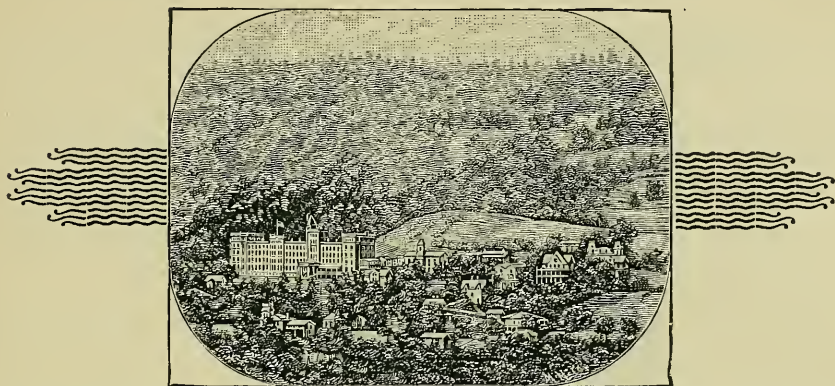
The construction, care, and improvement of the streets, buildings, water-works, bridges, etc., are entrusted to a Board of Public Works. A commission, whose members serve without compensation, has charge of all matters pertaining to Parks. The Fire and Police departments are directed by commissions of three each, the Mayor being an ex-officio member of the Police Board.

The merit system as applied through civil service examinations has for many years been in practice in the municipal departments, and has given very satisfactory results. The city owns and profitably operates the water supply, with its works and plant; the street lighting and cleaning is done by contract. There has been considerable agitation on this subject of municipal ownership of late, but so far no satisfactory results have been obtained.

There are also a Board of Examiners, Assessors, Excise Commissioners, Overseer of the Poor, Commissioners and Board of Health, Superintendent of Education, Police Justices and Municipal Court Judges.

Some idea of the growth of Buffalo may be obtained from the fact that during the past decade the valuations in this city have increased 142 per cent. a most remarkable advance. The total valuation of property, both real and personal in 1898 was \$245,674,630. The local tax rate for that year amounted to \$18.03883 per thousand, and the lamp tax \$.74799 making a total rate of taxation for the city of \$18.78682. It has been a matter of comment among investors all over the country, that Buffalo real estate is more moderate in value than that of any other city of similar size in the country, and that but 14 per cent of this is owned by outside capital. The total bonded indebtedness of the city for the past year including water bonds, and bonds issued in anticipation of the collection of taxes, was \$15,526,601. and the sinking fund \$1,487,888. Buffalo bonds command high prices in the market and are very eagerly sought after. There has never been any default in payment of interest or security for any Buffalo security. The city receives revenues from: Interest on city funds at 2 per cent; Liquor Licenses, (two-thirds of the amount); Dog Licenses; Other Licenses; Street Railway Franchises; Market Rents; Fines from Police Court and other sources.

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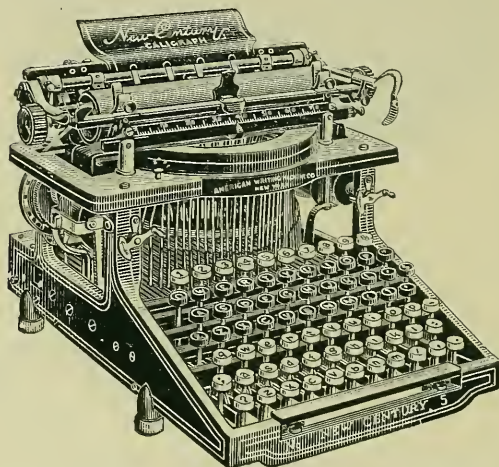
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The City of Buffalo.

PUBLIC BUILDINGS AND DEPARTMENTS.

City and County Hall.

ON August 21st., 1871, the first ground was broken upon which this magnificent edifice now stands. It is situated in Franklin Square which was formerly a cemetery. The building was completed in 1876 at a cost of \$1,328,676 and contrary to general expectations, for much less than the amount appropriated for its construction, viz; \$1,450,000.

The plan of the building is in the form of a double Roman cross, with its principal facade on Franklin street. of the Norman style of architecture, and built of granite obtained from Clark's Island, off the coast of Maine. It ranks without exception as one of the handsomest and most imposing public buildings to be found in this or any other city. Over the center of the Franklin street entrance is a clock tower which rises to a height of 268 feet. Directly above the clock is a lantern or observatory, 200 feet from the ground. The interior of the building is divided into three floors, but owing to the ever increasing pressure of work upon the city's official departments, it is thought that even a fourth floor, which has been under consideration, would scarcely give the required accommodation necessary.

The offices with which the public have the most to do, are located on the ground floor as a matter of convenience, while the other floors may be reached by elevators. The second floor is chiefly devoted to the various court rooms, and court offices, and on the third floor will be found the Common Council Chamber, which, for elegance, beauty and elaborate finish is not excelled, if equalled by any other similar room in the country. Other minor court rooms and offices occupy the remainder of the floor. The floors of the corridors and parts of the rooms intended for public use are paved with marble tiles, the interior woodwork being of black walnut. The four granite statues which adorn the tower were procured at a cost of \$22,000, the names and positions of the four being as follows: North-east corner, "Justice," north-west corner, "Mechanic Arts," South-east corner, "Agriculture," South-west corner, "Commerce." The statues are sixteen feet in height; weigh fourteen tons each,



CITY AND COUNTY HALL.

and are cut from solid blocks of granite. Among the many features of general interest which the building possesses, not the least wonderful is the system of electric clocks running in connection with the great clock in the tower. This clock with its striking apparatus is considered practically perfect, and gives the standard or Eastern time to the city. There are no less than 28 timepieces, or dials as they are called, connected with the tower clock by three electric circuits.

The arrangement ensures absolute uniformity of time being kept throughout the building. It is somewhat a fatiguing experience to climb up the narrow staircase of the tower, to the lofty point where the clock is located, but whoever does so will be well repaid by an examination of the complicated mechanism. The dials, which from the street look no larger than tubs, are in reality nine feet in diameter.

The present City Hall is a model public edifice, and this is readily admitted by all visitors to Buffalo. It is a model, not only in point of its unusual solidity and beauty, and small original cost, but in the perfection of its maintenance. It is governed by a Board of Control, consisting of six Commissioners and a Superintendent. To the Board as advisory and the Superintendent as executive, is due the fact that the City and County Hall in Buffalo lays just claim to being the best kept public building in the country. The visitor should not leave the city without making a tour of inspection of this masterpiece of the builders' art. Visitors have permission to go through the building at any time between the hours of 8:30 a. m., and 4:30 p. m., week days.

General Office Hours in all Municipal Offices, 8:30 a. m. to 4:30 p. m., fixed by ordinance. County Offices fixed by heads of the departments individually. The different offices are given herewith:

FIRST FLOOR.

Room 1	Board of Public Works
" 2	City Treasurer
" 3	Comptroller
" 4	City Clerk
" 5	Park Commissioners
" 6	Coroners and "Press" Headquarters
" 7	Superintendent of Streets
" 8	Sheriff
" 9	County Clerk
" 10	Surrogate
" 11	County Treasurer

SECOND FLOOR.

Room 12	Mayor
" 13	Chief Engineer
" 14	Supreme Court, Part 3
" 15	Assessors
" 16-17	District Attorney
" 18	Supreme Court, Special Term

Room 19	Supreme Court Chambers
" 20	County Judge
" 21	County Court
" 22	Supreme Court, Part 1
" 23	Law Library
" 24	Judges Private Consulting Room
" 25	Commissioner of Jurors
" 26	Grand and Petit Jurors
" 27	Superior Court Records

THIRD FLOOR.

Room 28	Board of Councilmen
" 29	Board of Aldermen
" 30	Court Juries
" 31	Corporation Counsel
" 32	Supreme Court, Equity Term
" 33	Justices
" 34	Supreme Court, Part 2
" 35	Supervisors
" 36	Clerk to Supervisors
" 37	County Auditor



MUNICIPAL BUILDING.

Municipal Building.

OWING to the extensive increase of municipal affairs and improvements and the inadequate accommodation of the City

Hall, as mentioned in a foregoing article, it was decided to construct an annex and thus provide more space for the Municipal Courts and other city departments. The result was the erection of a very handsome building of brick with brown stone trimmings, just opposite the City Hall on Delaware avenue. It was built during the year 1889 and is known as the Municipal Building. The structure is three stories high, and contains the offices of the Superintendent of Education, Water, and Health Departments, besides the Municipal Courts. Office hours from 8:20 a. m., to 4:30 p. m. Closed Saturday afternoons. The different offices are enumerated below:-

FIRST FLOOR.

Room 1.....	Bureau of Buildings
" 4.....	Grade Crossing Commission
" 6.....	Bureau of Water

SECOND FLOOR.

Room 10.....	Department of Public Instruction
" 13.....	Registrar of Vital Statistics
" 14.....	Department of Health

THIRD FLOOR.

Room 15.....	Clerk of Municipal Court
" 16.....	Municipal Court Room
" 20.....	Municipal Court Room
" 19.....	Municipal Court Library

FOURTH FLOOR.

Room 22.....	Examiners Stationary Engineers and Boilers.
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Fire Department

HEADQUARTERS of this institution are situated at the corner of Staat and Court streets. In this department which

controls one of the most efficient brigades possible, there are no less than 462 people employed, consisting of three commissioners, secretary, and surgeon; a chief of department, assistant chief, and five battalion chiefs. The headquarters' staff employs one master mechanic, one chief operator, three assistant operators, one line repairer, two linemen, one batteryman, and one superintendent of horses.

The regular force is made up of 43 captains, 45 lieutenants, 32 engineers, 26 assistant engineers, 200 first grade firemen, 9 second grade, and 25 substitutes. There are also 4 pilots to the fire-boats. The department operates 26 engines, 9 hook and ladder trucks, 5 chemical engines, one water tower and two fire-boats. During the year 1898 response was made to 838 alarms which aggregated a total loss in property to the sum of \$541,967. The amount of salaries paid for maintenance of the staff and its equipment for the same period was \$376,253, and for other than salaries \$109,682. Several very important beneficiary and fraternal organizations are supported by the firemen and veterans of the city, a list of which will be found under their different headings. (See Benefit Societies)



FIRE TUG IN ACTION.

Possibly the average person who witnesses a fire-engine or truck scurrying to the scene of conflagration, has but faint ideas of what an elaborate yet perfect system is adopted to maintain this quick response and avoid all possible confusion or mistake. The system known as the Gamell Fire Alarm Telegraph is used in Buffalo, and a visit to the headquarters of the Fire Department will undoubtedly interest any one who feels disposed to inspect the apparatus employed. With 450 call boxes distributed over the city, even to its remotest points, it is evident that the greatest amount of vigilance and precaution be taken to keep every one of these stations connected, and every "call" recorded, not only instantaneously, but continuously day and night throughout every minute in the year. To procure this, four methods of communication are established between each station and headquarters. First, there is the regular alarm circuit, which automatically notifies headquarters and all other stations simultaneously, and which can be controlled by a switch in the chief operator's office in "cutting off" any station not needing the alarm. In event of mishap to this system, which scarce appears possible, the operator can connect any part of the circuit through what is called the "Joker" alarm, which is practically a duplicate of the first named, but should any part of these two systems fail he has still a third resource by telephonic connection with all stations, and as additional safeguard he has also a "private talking circuit." Thus it will be seen that in case of "wires down," or batteries giving out, or whatever unforeseen mishap it may be, there is provision made for all. Each station has its own separate "Joker" instruments and sounding apparatus, and at the head office all alarms are registered in such a manner that delinquency or inaccuracy are words for which this department can provide no explanation. This service to the public has developed into such a high state of efficiency, that a marvelous electric clock-system automatically records every half-hour during the twenty-four, whether a complete circuit is in absolutely perfect working condition, and if not, even goes so far as to register the exact point where the defect has occurred, and also to prevent its interference with the working of other parts of the system.

Another feature of the fire department is the fire-tugs which are brought into requisition to protect the elevators and other valuable property which lines the water front and harbor. These tugs are of powerful build, and can throw streams of water to an amazing height. Of such value are they to the department, that the loss of property by fire among the numberless huge structures which abound in the neighborhood of the docks is comparatively small. An illustration of one of the tugs in full action is herewith given.

Police Department.



HEADQUARTERS of this department are located on the triangle formed by the intersection of Franklin, Seneca, Erie

streets, and the Terrace. The building was erected in 1884, and contains the offices of the Superintendent of Police, Excise and Police Commissioners, quarters of the city's detective force, the First Precinct station-house and the offices of the City Poormaster. In addition to these there is a "rogues gallery" the "freezer" and a daily session of the Police Court. This department has in its employ 782 men all told. Of these there is a board of three commissioners, a superintendent of police, one assistant superintendent, two inspectors, one clerk board of police, stenographer, one clerk in charge of Bertillion system, one surgeon, one sealer of weights and measures, two assistants, one superintendent of electrical department, one clerk to superintendent of police, one chief operator, one assistant operator, fifteen detectives, thirteen captains, twenty-six precinct specials, thirty-nine sergeants, forty-three desk sergeants, (doormen) three assigned to patrol signal system, one superintendent of horses, 472 first grade patrolmen, 75 second grade, 21 third grade, two conductors of prison vans, three police boat pilots, three engineers, six hostlers, twenty-one drivers, thirteen janitresses, three matrons, one watchman, one interpreter for police court, and four linemen.

Every man has attained his position by years of excellent police service, and according to the statements made by the heads of the police departments in several cities, Buffalo has one of the most efficient detective bureaus in the country. During the year 1899, according to the report of the police commissioners, stolen property to the amount of \$18,589.48 was recovered by the headquarters men and returned to owners. Out of 231 persons who were reported missing, ninety-three were located by the detectives. Three or four private detective agencies are located in this city, but while their business is a lucrative one, a greater part of the detective work is done by the official force.

Following are the locations of police stations in the city:

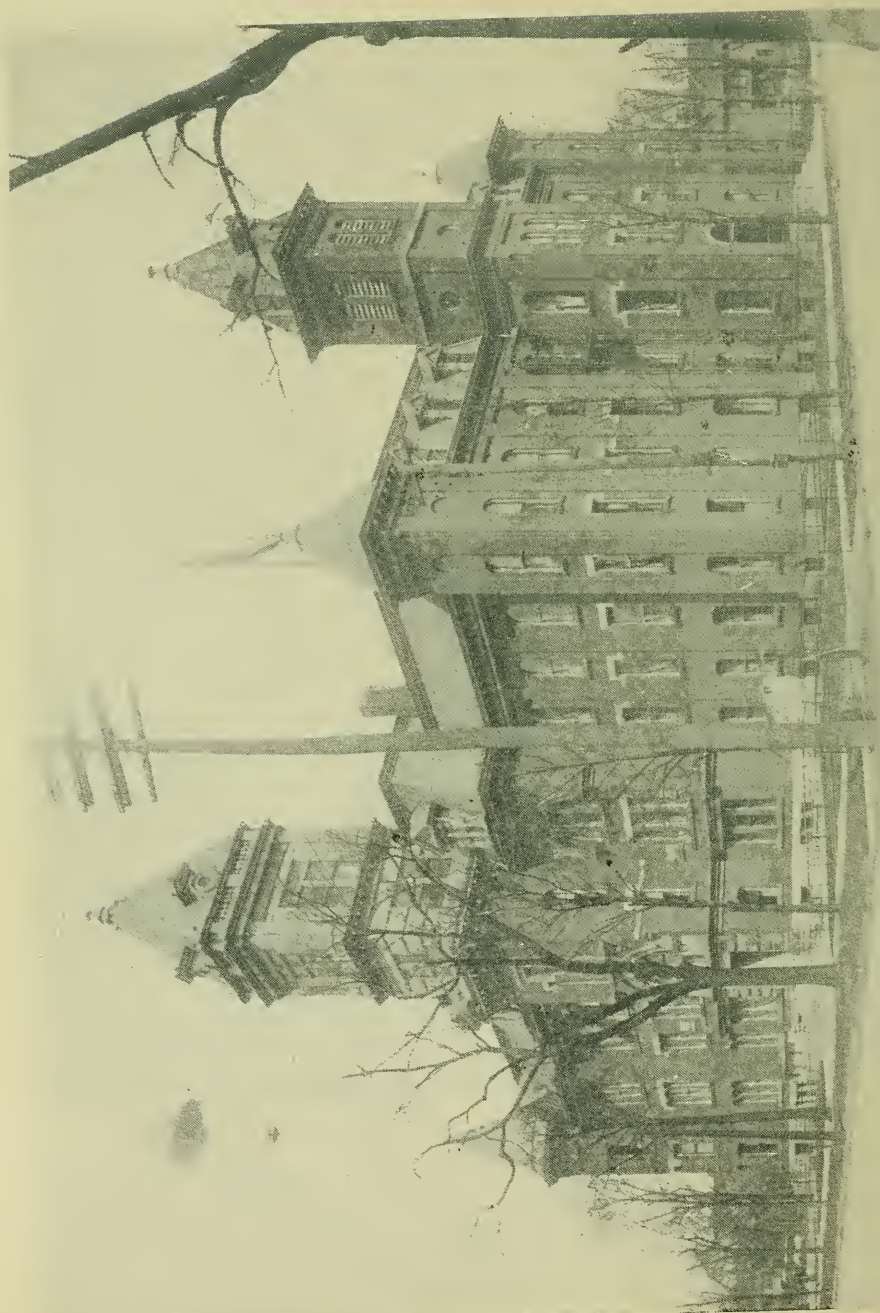
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|--|--|
| No. 1, corner Franklin and Seneca streets. | No. 8, 484 William street. |
| " 2, 403 Seneca street. | " 9, corner Seneca and Babcock streets. |
| " 3, 425 Pearl street. | " 10, 566 Niagara street. |
| " 4, corner Sycamore and Ash streets. | " 11, corner Broadway and Bailey avenue. |
| " 5, corner Greenwood and Delavan aves. | " 12, 1186 Genesee street. |
| " 6, 1444 Main street. | " 13, corner Austin and Joslyn streets. |
| " 7, 355 Louisiana street. | |

The total of salaries paid by the city for police protection during the year 1899 was \$715,690. Cost of maintenance for department other than salaries \$130,008. The Board of Police also acts as the Board of Excise.



Post Office and Customs.

THE NEW POST OFFICE, which occupies the entire block bounded by Ellicott, Oak, Swan, and South Division streets, is one of the most imposing government structures in the country. The site was cleared of numerous residences in July and August, 1894, and



CENTRAL HIGH SCHOOL.

excavations begun in September of that year. Owing to delay in selecting plans for the building, the foundation was not laid until August of the following year, 1895. The style of architecture is Romanesque, with a handsome Florentine tower rising to a height of 240 feet above the ground. The structure is larger in its dimensions, that is in length and breadth, than the Ellicott Square building. The corner pavillions and a number of handsome turrets add greatly to the beauty of the building. It is three stories in height, but in all probability a fourth will be added to give still further facilities.

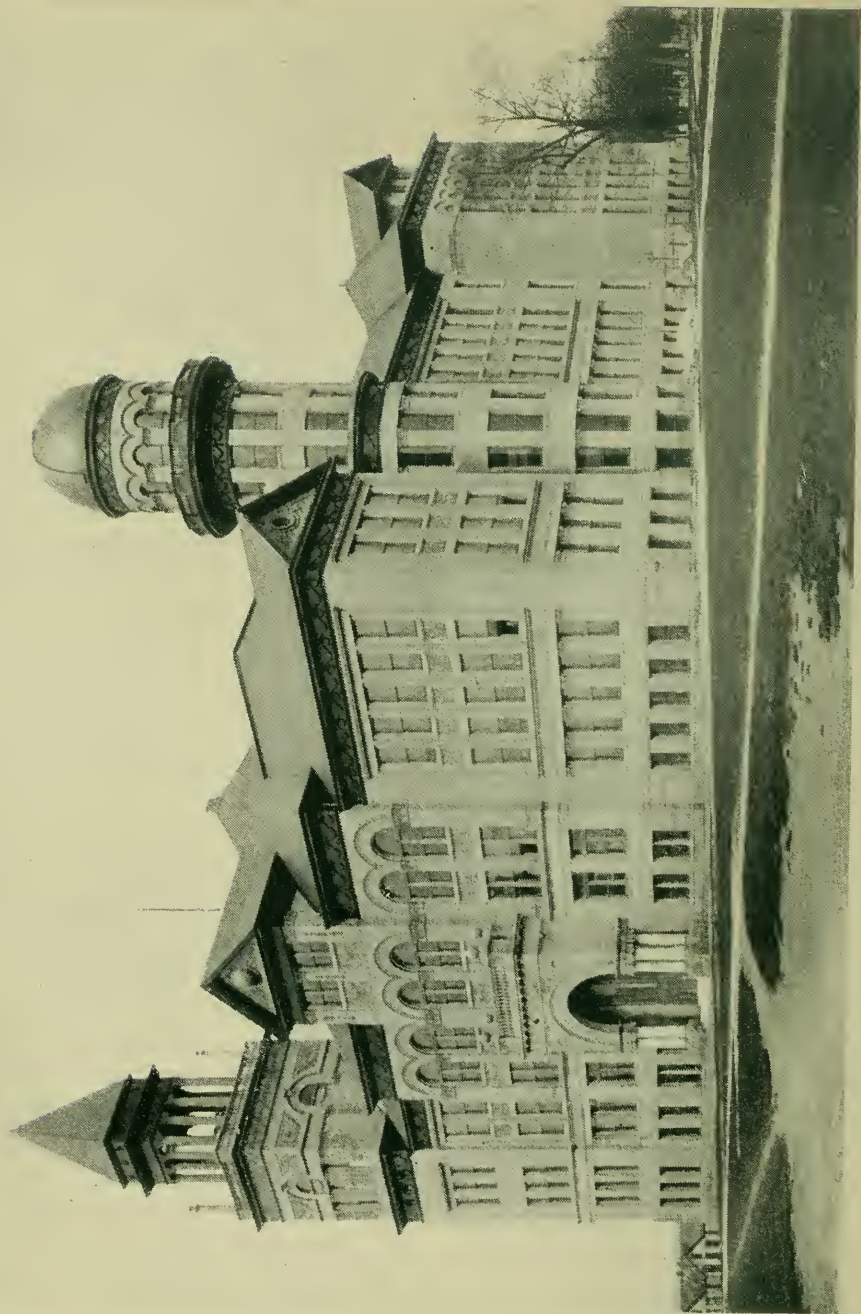
The stone-work is the celebrated and unusually handsome Jonesboro red granite, and the interior construction is steel. There are three entrances, the principal or main entrance being on Ellicott street. The first story is occupied by the offices of the postmaster and his assistants, the registry or money order departments, and the general working rooms. The second is occupied by the officers and collectors of the port of Buffalo; collector of internal revenue; the marine hospital; railway mail service, and United States steamboat inspectors. The third story is occupied by the judge, clerk, and court-rooms of the United States District Court.

The present Federal building or post office is at the corner of Washington and Seneca streets, and is built of freestone. Although additions have been made to it from time to time, yet every ten years it has proven inadequate to the needs of the city. The total revenues for the year 1899 in stamps, etc., were \$777,041.94. Postal rates and information will be found in the Appendix.

Educational Department.

BUFFALO has a most efficient system of public instruction. It is organized upon a different plan from that of any other city in the Union. The head of the department is the Superintendent of Education, and he appoints all the new teachers from a list submitted by the Board of Examiners. This board has no administrative duties to perform; it passes upon the qualifications of candidates for teachers' positions, and prepares the qualified list for the superintendent, from which he makes his appointments. It also inspects the schools once a year, and makes an annual report upon their condition. Although the functions of the board belong partly to the superintendent and partly to the common council, the tendency of the latter has been, in late years, to exercise its prerogatives less than formerly, the superintendent being to all purposes, practically the controlling power.

There is an assistant superintendent also, who supervises the teaching of German in the schools. Five years ago the office of supervisor of teaching in



MASTEN PARK HIGH SCHOOL.

the primary grades was filled by the appointment of a woman. This work has proven so successful that a man has been appointed to do similar work in the grammar grades. There are also three supervisors of music, three of writing, three of drawing, and one of physical culture.

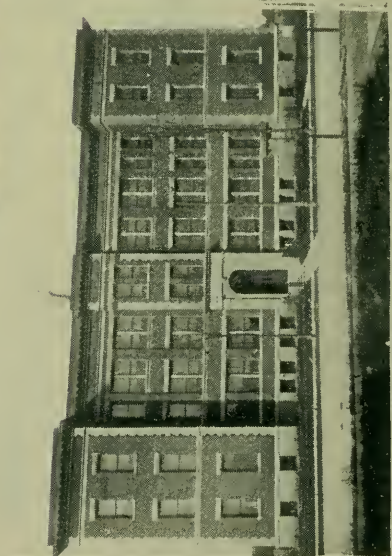
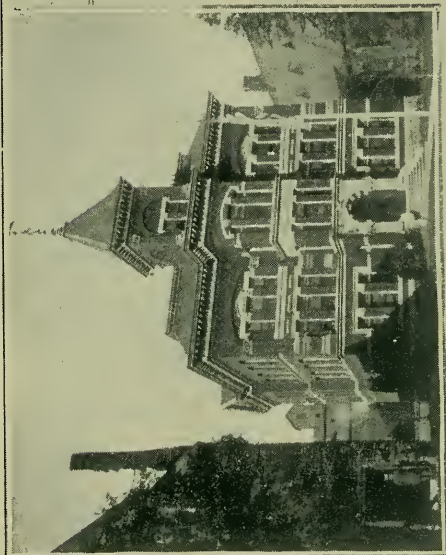
Among the recent improvements in the public schools are six fully equipped manual training rooms. Sloyd, or simple knife work, has also been introduced into others, and has given satisfactory results. Sewing is a regular part of the school course, and classes have been organized in all the schools of the city, with a staff of six competent teachers. There are also twelve kindergartens. An unoccupied school-house on Dole street has been fitted up and put in operation as a truant school, and it is hoped that this institution will be very effective in breaking up truancy. A training school for teachers has also been established, which has ninety pupils and four instructors. This institution, which is under the care of a lady principal, who has had a wide and varied experience in the work of training young teachers, is one of the most important features in the recent history of education in the city.

The free book system has been in operation since 1893, and was further extended to the night schools in 1898. Pupils have never been so plenteously supplied with books, etc., as at present, yet since the introduction of this system the cost to the department has been steadily on the decrease. In 1893 the average cost per pupil was sixty-six cents; in 1898 it was only fifty-one cents.

Another feature which is especially designed for parents, is the introduction of a plan whereby free popular lectures will be given on Wednesday and Saturday evenings during the winter months at some of the district schools in the city. Such subjects as travel, history, literature, science and other topics will be discoursed upon. The expense of this course has been a mere trifle compared to the benefits derived, and so successful has the plan proven that a further extension into territory not reached by lectures thus far given, seems necessary in order to satisfy public demand.

The Women Teachers' Association has been instrumental in urging the passage of a bill, creating a teachers' retirement fund for those who are worn out in the service. Teachers give one per cent. of their salaries in support of this fund.

Buffalo has at present sixty-four public schools, which consist of two high schools, a school of practice at the State Normal school, Kensington school, and sixty ordinary. The number of teachers employed at present is 1225. The total enrolment for 1899 was 57,735 pupils, with over 19,000 children attending all



Public School No. 60.

Delaware Avenue School No. 10.

Glenwood School No. 59.

TYPES OF OUR PUBLIC SCHOOLS.

other schools, making a school registration of over 77,000 pupils. Through the grades of the grammar schools and the high school curriculum, the child of the poorest parents may successfully progress until he or she is in every way equipped to enter the freshman class of any of the great universities of the country. Graduates from the Buffalo high school are admitted to any college or university, including Harvard or Yale.

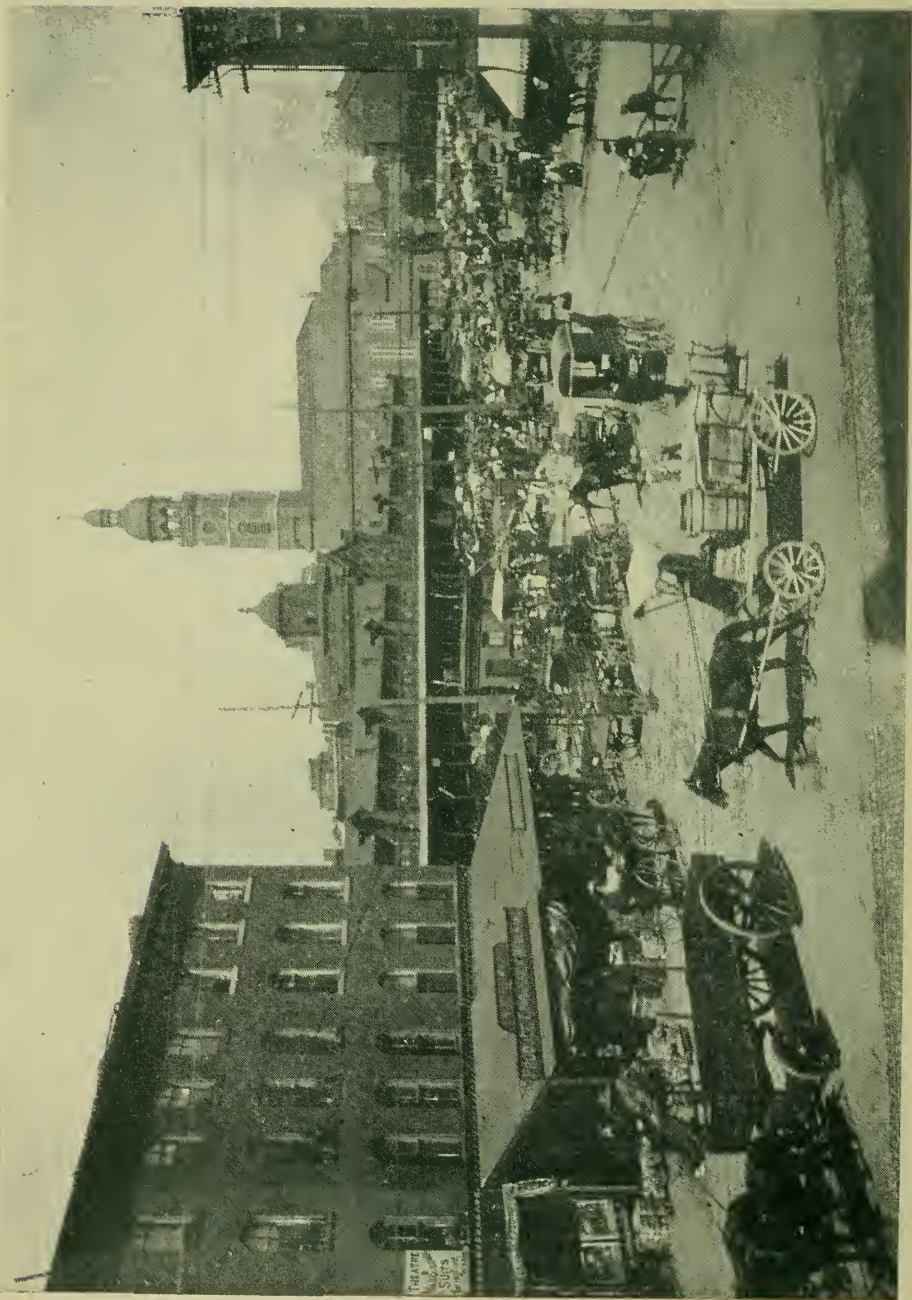
The Masten Park high school, recently erected at a cost of \$225,000, is one of the finest educational institutions in the city. This building, the Central high school, and a group of public school buildings, will be found among our illustrations.

Following is the location and registered number of pupils of Buffalo's public schools, July 1st, 1899:—

<i>No.</i>	<i>Location.</i>	<i>Registration.</i>
Central High School,* Court, cor.		
Franklin	1460	
Masten Park High School, North		
Masten and Best	1288	
1—Seventh street, near Hudson	987	
2—Terrace, near Genesee	739	
3—Perry, near Illinois	740	
4—Elk, near Louisiana	971	
5—Seneca, near Hydraulic	859	
6—249 South Division street	778	
7—Bailey avenue, cor Clinton	757	
8—Utica, corner Masten	1338	
9—Bailey avenue, near Doat	1294	
10—Delaware, bet Mohawk & Huron	526	
Teachers' Training School in No. 10 bldg ..	89	
11—Elm, near Clinton	438	
12—Spruce, near Broadway	772	
13—Oak, near Sycamore	591	
14—Franklin, bet. Edward & Tupper	424	
15—Oak, near Burton	1124	
16—Delaware, near Bryant	838	
17—Main, corner Delavan	1088	
18—School street, corner Fargo ave	1110	
19—West avenue, corner Delavan	1275	
20—Amherst, corner East	785	
21—Hertel avenue, near Delaware	66	
22—Main, near Erie Junction Rail- way crossing	195	
23—Delavan and Moselle	452	
24—Best, near Fillmore	1612	
25—Lewis, near Howard	615	
26—Milton, near Seneca	985	
27—Mineral Spring road, near Seneca	557	
28—Abbott road, corner Triangle	566	
29—South Park avenue, near Marilla	87	
30—Louisiana and South	381	
31—Emslie, near William	2987	
32—Cedar, near Clinton	1255	
33—Elk, near Euclid place	1006	
34—Hamburgh, near Sandusky	668	
35—East Swan, near Spring	792	
36—Cottage, corner Day's Park	509	
37—Corner Carlton and Peach	1435	
38—Vermont and Lowell	1075	
39—High, near Grey	1691	
40—Oneida street, cor. Fillmore	838	
41—Broadway, corner Spring	920	
42—Corner Military road and Clay street ..	572	
43—Lovejoy and Benzinger	1250	
44—Broadway, corner Person	1350	
45—Auburn avenue and Baynes	1118	
46—Junction Edward and Virginia	541	
47—Hickory, near Sycamore	736	
48—East Summer, near Masten	882	
49—Fargo, corner Vermont	803	
50—Eagle, near Madison	693	
51—Hertel, near Guernsey	828	
52—Barry place, near Bird avenue	1139	
53—Driving Park, Wohlers and Winslow avenues	1059	
54—Parkside, Main, near Jewett avenues ..	626	
55—Guilford and Sycamore	1331	
56—Elmwood avenue and Ferry	794	
57—Sears, near Broadway	1004	
58—Rother avenue, near Walden	1310	
59—Glenwood avenue, near Fillmore	787	
60—Ontario, near Saratoga	559	
Kensington School, Richlaw and Shawnee avenues	85	
School of Practice, Jersey, between Thirteenth and Fourteenth	393	
Truant School, Dole, near Perry	123	
Eleven Public Kindergartens	789	
Total registration		57735
Average daily attendance		41155

*Includes the Third High School, composed of West High School at No. 18, and the High School Annexes of Nos. 11, 14 and 36. Registration 531.

The office of the Superintendent of Education is located in the Municipal building on Delaware avenue, opposite the City Hall.



WASHINGTON MARKET SCENE.

Public Markets

THERE ARE four public markets in Buffalo, besides the Live Stock markets which are of such magnitude that they will be dealt with in a separate article. See Stock Yards.

Elk Street Market which covers two squares bounded by Scott, East Market, Elk, and West Market streets, is more of a wholesale market and the largest in the city. There are probably fifty or more stalls within the market proper, the majority of which are occupied by butchers, both wholesale and retail. Outside will be found many wholesale commission men whose business places are again flanked with numerous stands, stalls, etc., where butter, eggs, vegetables, fruits, and farm produce comprise the principal goods offered for sale. In the section where the commission merchants display their cargos of foreign fruits there is generally a scene of great activity. Saturday is the chief market day and the day when one will find most to interest him, if disposed to visit.

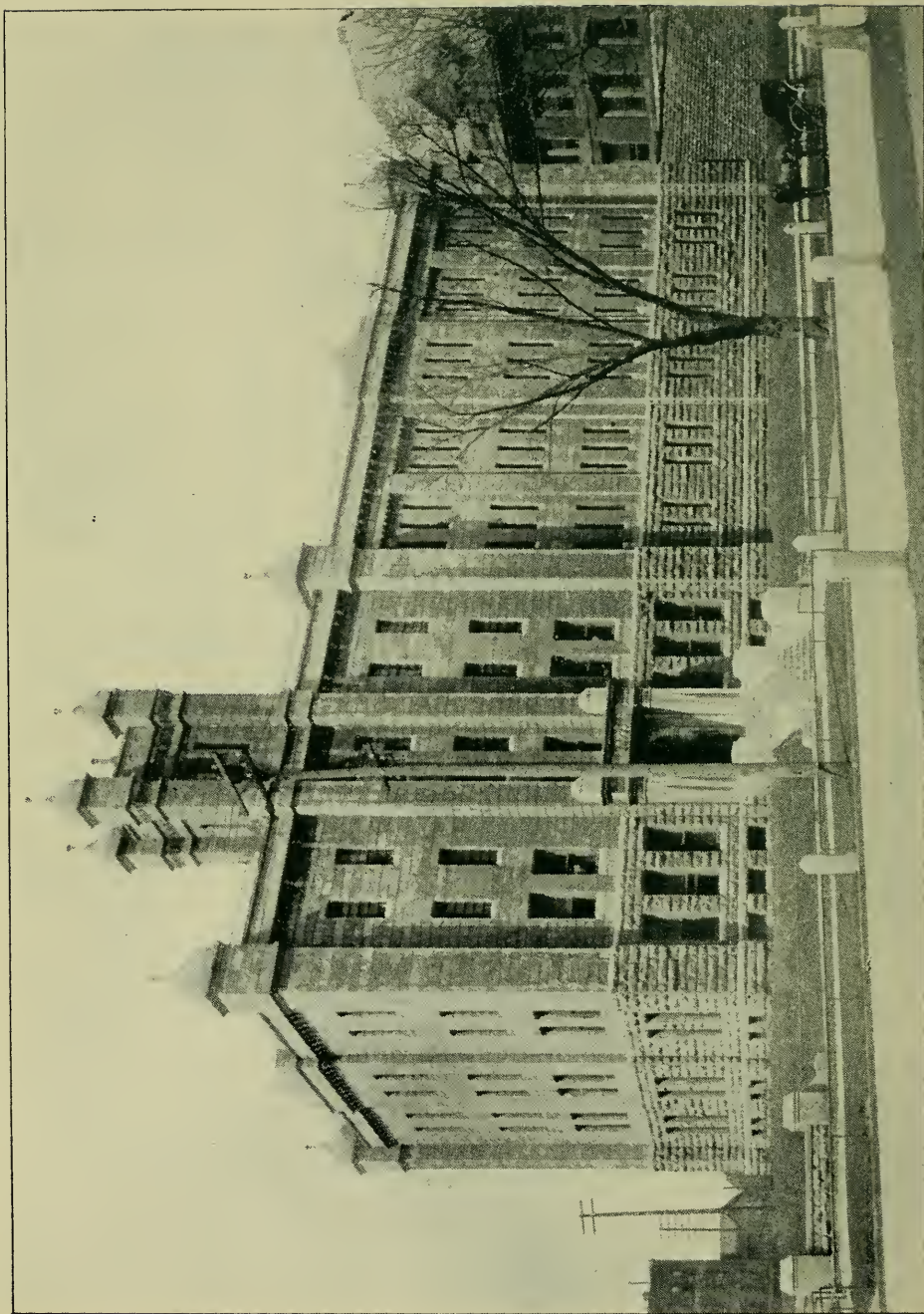
Washington Market is located on the square formed by Washington, Chippewa, and Ellicott streets. It is a large brick building belonging to the city, and has all of its inside stalls leased to butchers. The outside stalls display poultry, eggs, etc., and other products. Farmers with their wagon loads of produce line up the streets, and sell to customers direct from their wagons. There are three market days each week, Tuesday, Thursday and Saturday, and upon the latter, when the market is open day and night, it becomes so crowded as to be almost impassible. This market is the largest retail market in the city, and being centrally located is a convenient market for the stranger to visit. The illustration on the opposite page gives but a faint idea of the daily scenes at the Washington market.

Another market is on Clinton street, and a fourth on Broadway.

The revenues derived from the above establishments more than cover the cost of operating them.

Erie County Penitentiary

SITUATED at the corner of Fifth and Pennsylvania streets, there are two buildings which have been erected in connection with this institution. In the old building there are over 500 cells, about one-sixth of which are for female prisoners, while in the new building, which was erected in 1895, there are 300 cells. The entire building is of brick, and occupies a large tract of ground. Visitors may be admitted Thursdays from 9:30 to 11:00 a. m., and from 1:30 to 3:30 p. m.



ERIE COUNTY JAIL.

Erie County Jail

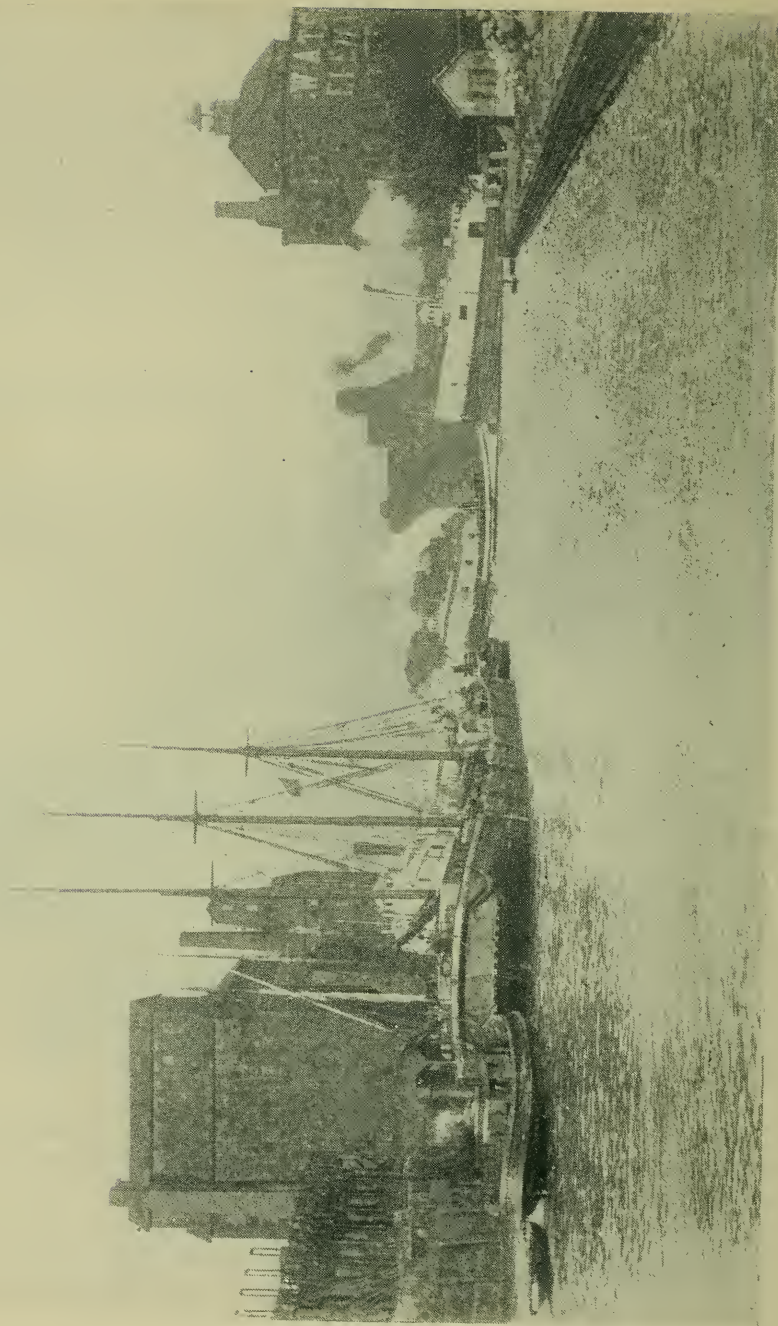
ON THE west side of Delaware avenue just opposite the City hall and connected therewith by an underground passage, stands the Erie county jail, in it is space and cell accommodation for some two hundred prisoners. This building was erected in 1877, is four stories high, whitestone being principally used in its construction. Visitors are admitted, and shown through the various departments by the obliging jail officials, on application.

PUBLIC WORKS AND STRUCTURES.

Harbors and Breakwaters

BUFFALO CREEK, the harbor of the port of Buffalo, in its original condition was shallow, and closed by a gravel bar for the most of the year. The project for the improvement of the harbor, adopted in 1826, provided at first for the construction of piers on the north and south sides of Buffalo Creek. Subsequently a masonry sea-wall running south from the shore end of the south pier was proposed and built. In 1868 a detached breakwater, about 2500 feet lakeward from the light-house, to extend south a distance of 4000 feet, was proposed and adopted. In 1874 it was determined to extend this breakwater to a total length of 7600 feet. This breakwater has now its fully proposed length, the final extension of 806 feet having been built in 1893. It runs parallel with the shore and about half a mile distant from it. In 1874 it was also proposed to build a shore arm to the breakwater, the inshore end to consist of pile work near shore, and crib work in the deeper water. Upon reaching the 16-foot contour line in the lake this shore arm was planned to continue in a direction making an angle of about forty-five degrees with the shore and to overlay the south end of the breakwater, leaving an opening of 150 feet. In 1886 a project was approved for replacing with concrete, the superstructure, as fast as it becomes badly decayed. So far over 3817 feet have been replaced.

In 1895 another project was adopted for the improvement of Buffalo harbor. The project consists of the abandonment of the shore arm and the extension of the breakwater from its present southern end to Stony Point. There is a stretch of 1015 feet of wooden breakwater lying between the two concrete portions which will soon need to have its superstructure replaced with concrete. This is the portion which gave the most trouble in building and where the foundation and superstructure is most insecure.



A SCENE IN THE HARBOR.

There is at present about five miles of wharfage in the Buffalo river, four miles in the City ship canal, about two miles at the Tift farm in the lower end of the city, and a mile or so more in the Erie basin and at Black Rock. The present breakwater encloses an area somewhere in the neighborhood of twenty-one miles which will give ample room for at least fifty new wharves.

The total amount expended by the United States on the improvement of Buffalo harbor to June 30, 1899, was \$2,722,733, with the result of obtaining and maintaining a very good harbor. The principal features are north and south piers at the mouth of Buffalo creek, in which most of the business of the port is done; also an outer breakwater, 7,608.6 feet long, built of timber and stone. A sea-wall 5,400 feet long was also built along the lake shore south of the harbor entrance, and a sand-catch pier of piles and stone, 870 feet long, built out from the shore.

Erie Basin is a small anchorage formed by a part of the breakwater, and used chiefly by vessels when in need of repairs. It extends from the foot of Erie street to Georgia street.

Ohio Basin is another small basin near to the Buffalo river, into which, along with the Hamburg canal, a now disused property, have their terminals.

Black Rock Harbor, so called from the name of the settlement, Black Rock, which has long ago become merged into the city of Buffalo, lays between Squaw island and the city, somewhat to its northwestern corner. The Scadjaquada creek in the northern part of the city, empties itself into this harbor, and all the commerce of the Erie canal eastward, also passes through this channel. The International bridge which spans the Niagara river is near by.

Canals and Rivers



RIE CANAL is the largest in the United States, and one of the oldest and most important. Commencing at Buffalo it

parallels the lake shore and Niagara river extending northward past the city, through Tonawanda, and on for a distance of 315 miles, terminating in the Hudson river at Albany. It was opened for traffic in 1825; and has naturally had its days of prosperity and adversity, owing to the fluctuations of the traffic mostly due to the competition of railroads. This great work, not exceeded throughout the world, except by that of China, was originally 363 miles long, forty feet wide at the surface, and twenty-eight feet at the bottom, with only four feet depth of water. It had eighty-three locks, each ninety feet long. The largest boats then in use were of seventy-six tons, and the average boat about seventy tons. The initial cost was \$7,000,000. Everyone knows how

largely the Erie canal aided in the development, not only of the great state which had constructed it, but the whole vast Northwest, and thus formed a better outlet to market for its ever increasing surplus products. Buffalo, being the point where the freight and passenger traffic of the lake was transferred to the canal, increased with greater rapidity than other town along the line, while the whole of Erie county shared to a considerable extent in its prosperity.

By 1835 the traffic had become so great that an enlargement was authorized by the legislature, and begun by the canal commissioners which would more than treble its capacity. The great panic of 1837 however, seriously injured the financial ability of the state and after several years of embarrassment, work was stopped in 1843. By cutting needless portions the length of the canal has been decreased by about fifteen miles, while its surface has been widened to seventy feet, and the bottom to fifty-six feet. The number of locks since enlargement is seventy. In the year 1882 the canal was relieved of all tolls, by vote, which resulted in considerable accession of business.

For some years back, improvements have been under way with a view to increasing its depth from seven feet to nine, so that the boats and barges engaged in its commerce may be electrically propelled. It is thereby hoped to once more make this valuable property a formidable competitor in the field of transportation. Its numerous locks have been enlarged and when all the projected improvements have been carried out there is no question but that it will be the commercially greatest, as well as second longest artificial waterway in the world. 1000 or more boats are engaged in the carrying of grain and lumber over this canal, and in years gone by there were as many as 3000. Many of these are owned by parties all along the route, and some in New York city. These boats, which furnish both a home and livelihood to their occupants, carry on an average, freight loads of from two hundred to two hundred and fifty tons.

The Hamburg Canal has long since fulfilled its days of usefulness, and is now an abandoned and objectionable property. It is an offensive and unsightly nuisance and its removal is a subject of unfruitful discussion.

The City Ship Canal is quite an important canal, running from the mouth of the Buffalo river, parallel with the harbor as far as the Lehigh Valley coal docks at the Tift farm. It is also known as the Blackwell canal.

Buffalo River, or Buffalo creek, as it was known in earlier times, winds its tortuous and snaky-like course through the southern portion of the city. As Buffalo has grown into importance of late years as a vast shipping port, continual and valuable improvements have been made upon the terminus of the

river. It runs in a northwesterly direction from the Tift farm and empties itself into Lake Erie near the source of Niagara river.

The historic and picturesque Niagara river cannot be done justice to within the narrow limits of a small paragraph. Within a total distance of thirty-six miles, connecting Lake Erie with Lake Ontario, it embraces some of the most beautiful scenic views that can be found anywhere in the country. It is crossed at various points, notably in the vicinity of the Falls, by several bridges. Its famous falls and rapids are dealt with elsewhere in this book. (See Niagara Falls.)

Scjaquada and Cazenovia creeks drain the north and south sides of the city respectively and are utilized mainly as water prospects to adorn the parks.

Docks and Ferries



OF DOCKS and ferries there are quite a number including slips, coal, iron ore, and dry docks. The Buffalo river and

harbor, the Hamburg and Blackwell canals, and the Erie and Ohio basins (*q.v.*) all afford ample opportunity for vessels to load and discharge. The iron ore and coal docks with their pockets and trestles are probably the largest and most important, and of which full mention is made elsewhere. (See "Coal and Iron Trades.") The Union dry docks, at the foot of Chicago street, owned by the Erie railroad company, and the Buffalo dry dock, just adjoining, are used in the building and repairing of vessels. (See Shipbuilding.)

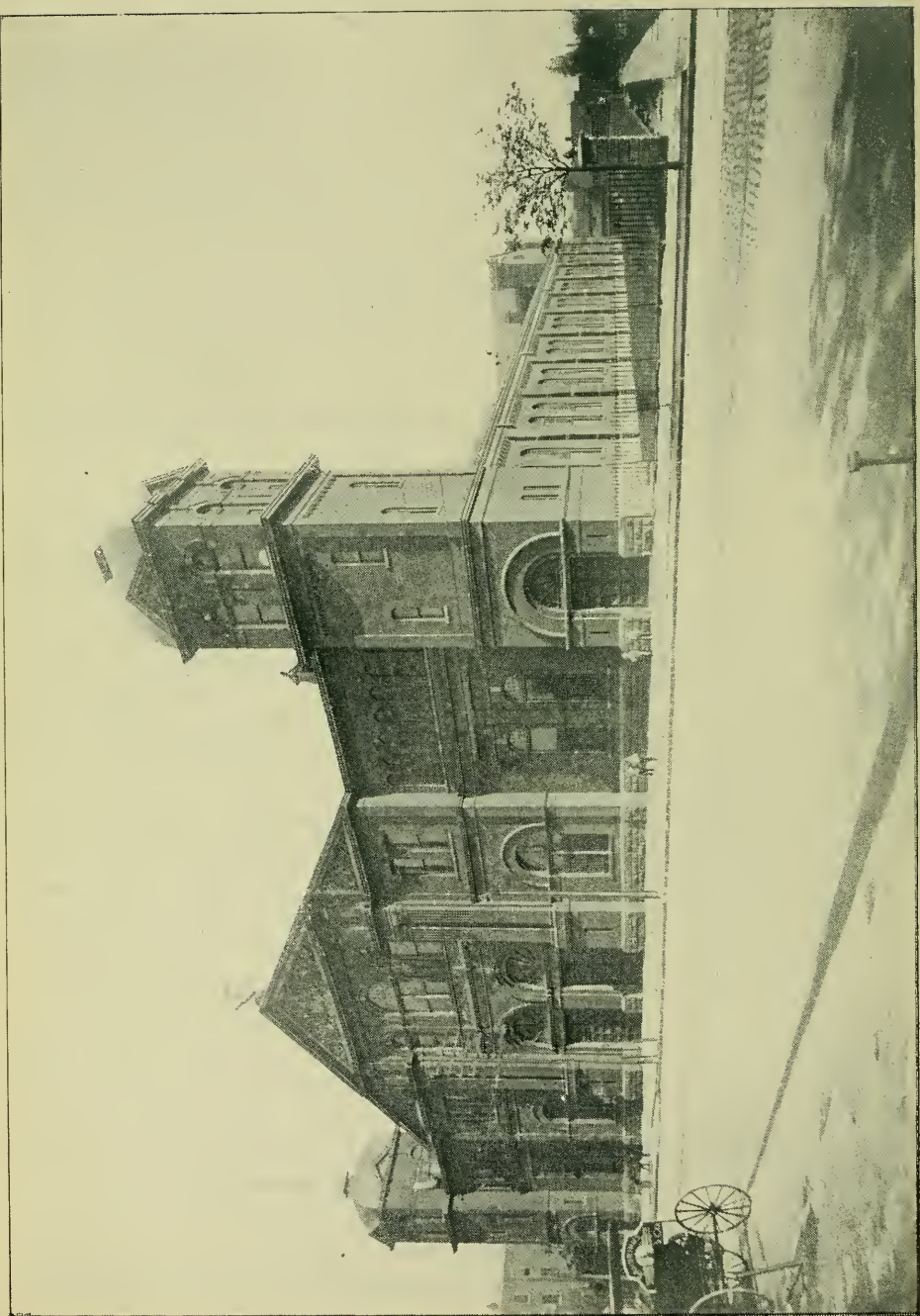
Most of the ferries run only during the summer months, but the principal ferry, which runs to Fort Erie, giving a half-hourly service, runs the year round. It is situated at the foot of West Ferry street. There is also another ferry to this place running from the foot of Main street, but this service is only for the summer months. Other ferries run to Grand Island from the foot of Amherst, and the lower ferry from Hertel avenue to Victoria in Ontario, Can.

Bridges



SPANNING the Niagara river from Buffalo to the Canadian shore the International Bridge is one of the most im-

portant. It crosses from Black Rock to Squaw Island, and from there to the little settlement of Victoria. Its total length is nearly three-quarters of a mile, with two draws of 100 feet each, the whole being supported on six piers of stone. It was opened in 1873 and cost \$1,500,000. The other bridges in Buffalo are on Michigan street, Elmwood avenue, Cazenovia creek, Ferry street, and Porter avenue.



65th ARSENAL,

Forts, Monuments and Armories

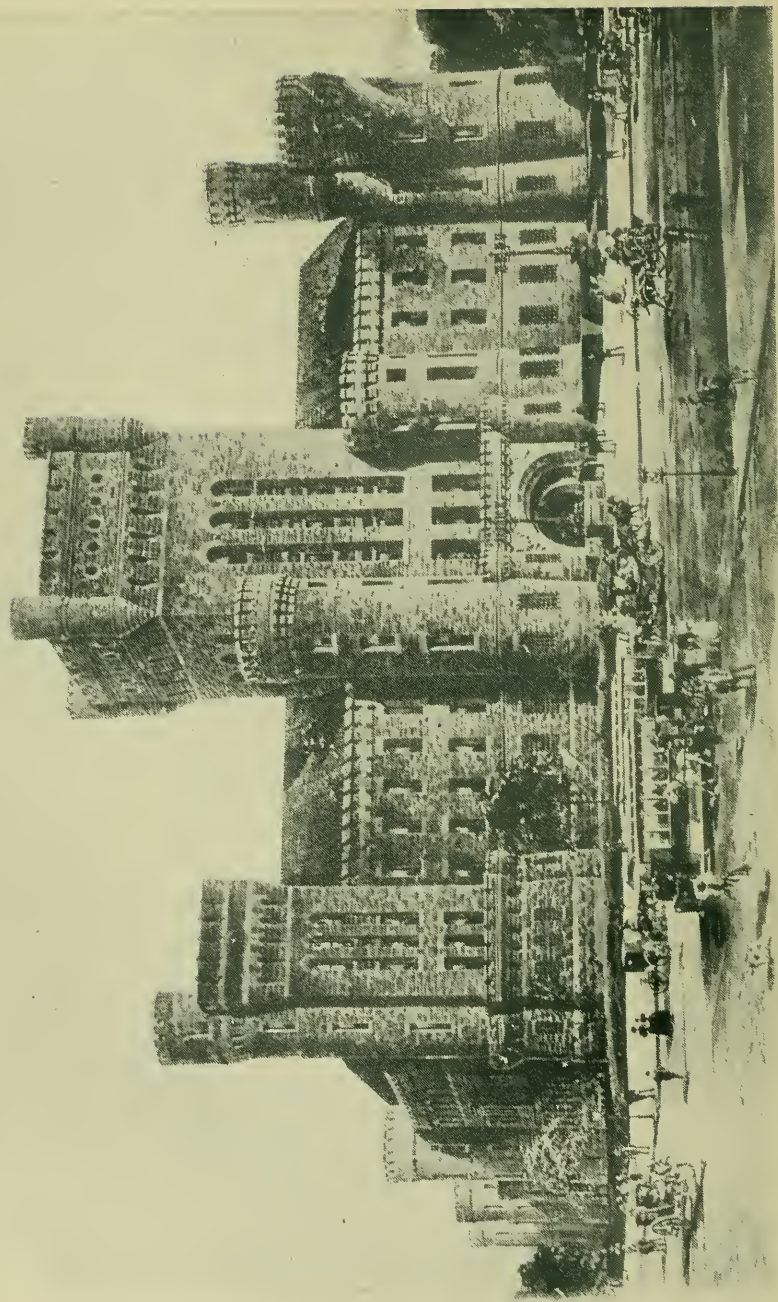
FORT ERIE is a pleasant little resort just across Niagara river from Buffalo. In addition to the ruins of the old fort,

which was taken from the British in the war of 1812, but afterwards abandoned, there is a delightful grove where, during the summer months, picnickers and excursionists may have an enjoyable outing. The attractions usually attached to these places are always to be found in full swing during the summer months. The Highland Park Racing Association holds its annual summer and fall meetings which are generally on for about three weeks at a time. This track has only recently been opened and is intended to take the place of the trotting track at the Driving Park, Buffalo, which is no longer used for racing purposes.

Fort Porter represents the United States Government reservation for the two company posts of the 13th U. S. Infantry. The fort is picturesquely situated overlooking the Niagara river, while the barracks and the hospital, both brick buildings, face on Front avenue. There is also a guard house, and a little to the right are the officers' quarters. On the parade ground intervening between the Fort and the drive along the river front may be seen an object which invariably excites the visitor's curiosity. It is a huge boulder of granite and on the side facing the river is a memorial bronze tablet inlaid in the stone on which is stated the history thereof. This boulder was located in this particular spot by the members of the 13th U. S. Infantry just after their return from Cuba, and before their departure for Manilla. In the struggle for the capture of San Juan, this company will ever be remembered for its gallant part.

Two regiments of the State National Guard are quartered in this city; namely the Sixty-fifth and the Seventy-fourth. The former has its quarters at the State arsenal on Broadway, which constitutes a capacious drill hall, sometimes called into requisition for the use of concerts and large gatherings.

The Armory which belonged to the Seventy-fourth, (Virginia street, corner of Elmwood avenue,) was quite unsuited for the purpose, and the magnificent new building on a piece of land donated by the city to the state, affords all facilities for the regiment in its various drills and duties. This new Armory, situated on the site of the old reservoir, in the block bounded by Niagara street and Prospect avenue, Connecticut and Vermont streets, is one of the most imposing and massive structures imaginable. It is built of brown stone with steel frame-work and resembles in type one of the commanding, frowning old castles or fortresses of mediæval times. Its location, however, is quite unsuited to the proper display of its gigantic yet handsome proportions. It cost in the neighborhood of half a million dollars.



74th ARMORY.

Soldiers and Sailors Monument.

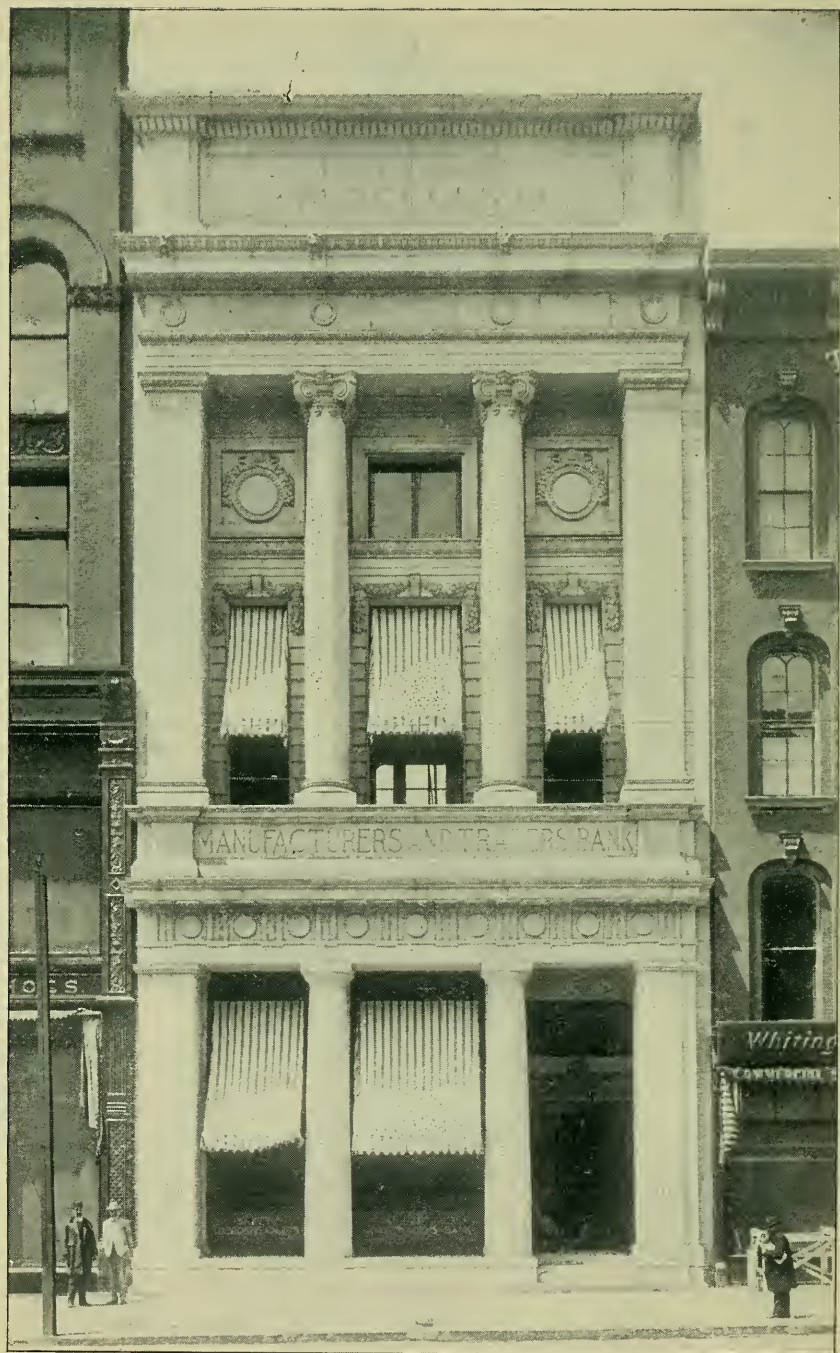
VERY prominently situated, in Lafayette Square on Main street, between Clinton and Broadway, immediately in front of the Buffalo Free Library building, is one of the finest memorials ever erected in honor of the heroes who fell during the Civil War. To the ladies of

Buffalo belongs the entire credit of this noble work. The corner stone was laid on July 4th, 1882, and unveiled just two years later. Ex-President Grover Cleveland took part in the former ceremony as Mayor of Buffalo, and in the latter as Governor of New York.

The four heroic bronze statues around the base symbolize the several branches of the service; infantry, cavalry, artillery, and navy. The main shaft, which rises to a height of eighty-five feet, is composed of huge cylinders of granite, surmounted with a carved figure ten and one half feet in height and typifying the city's genius. Encircling the column are bronze bas-reliefs depicting various incidents of the war. The total cost of the monument was \$50,000.

On the adjacent square or green, may be observed some very interesting specimens of old-time guns or cannon. One of these was captured from the British after a desperate struggle at Fort Erie in the war of 1812, and another one found near Black Rock, while several other trophies of a similar nature, together with many interesting relics of the Spanish-American war may be inspected in the rooms of the Buffalo Historical Society, located in the Buffalo Free Library building, near by.





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For Rent
\$5.00 a year,
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Brown Bros., & Co.,
Letters of Credit Issued, available
in all parts of the world.



ESTABLISHED 1856.

Manufacturers & Traders Bank,
270-272 MAIN STREET,
BUFFALO, N. Y.



Drafts Sold
on all principal cities
of the world.

Capital & Surplus:
\$1,400,000.00.

Deposits:
\$6,000,000.00

Capital: \$200,000.

Surplus and

Profits: \$1,000,000.

Letters of Credit and

Travellers' Checks Issued.

The Marine Bank, of Buffalo.

Officers:

S. M. Clement, President.
J. J. Albright, Vice-president.
J. W. Lascelles, Cashier.
M. J. Auer, Asst. Cashier.

Directors:

J. J. Albright, G. L. Williams,
B. C. Rumsey, E. W. Hutchinson,
Edmund Hayes, E. E. Matthews,
S. M. Clement.

Safe Deposit
Vaults and
Silver Storage.

COMMERCIAL BUILDINGS AND ENTERPRISES.

Banks.

IN Buffalo there are fifteen banks of deposit and discount, four savings banks, and two trust companies doing business. Banking hours are from 10:00 a. m., to 3:00 p. m. daily and on Saturdays from 9:00 a. m., till noon. All banks are closed on Sundays and the following holidays: January 1st, February 12th, February 22nd, May 30th, July 4th, Labor Day, (1st Monday of September), Election Day, Thanksgiving Day and Christmas Day. Notes falling due on Saturdays are payable on Mondays. Days of grace have been abolished.

The Clearing House was established in April 1889, and during the time that has since elapsed there has been a marked increase in the number of banks, in the amount of resources, and in general banking business. When the Clearing House was established there were but thirteen banks (exclusive of savings banks) in the city, with a total capital of \$3,650,000; surplus and undivided profits, \$2,500,000; and deposits of \$22,400,000. During the year 1899 the Clearing House showed clearings of \$253,389,057.10 a substantial increase over the figures of 1898.

Total capital of discount Banks and Trust Co's.	- - - \$ 5,050,000
Total surplus and profits	- - - 4,287,294
Total surplus savings banks	- - - 6,207,165

Total deposits discount Banks and Trust Co's.	- - - 48,252,554
Total deposits savings Banks	- - - 45,850,016
Total deposits in all city Banks	- - - 94,102,562

LISTS OF BANKS.

Bank of Buffalo, 236 Main, cor. Seneca.
City National, 319 Main.
Citizens, 561 William, cor. Sherman.
Columbia National, Prudential Bldg, cor.
Pearl and Church.
Commercial, 26 W. Seneca, cor. Pearl,
German, 447 Main, cor. Broadway.
German-American, 428 Main, cor. Court.
Manufacturers and Traders, 270-272 Main,
Marine, Main, cor. Seneca.
Merchants, 208 Main
Metropolitan, 485 Main, cor Mohawk.
Niagara, 291 Main (Ellicott Square.)

Peoples, 257 Washington.
Third National, 273-275 Main, cor Swan.
Union, 498 Main, cor. Mohawk.

TRUST COMPANIES.

Buffalo Loan, Trust and Safe Deposit Co.,
449 Main.
Fidelity, Trust and Guaranty Co., Main, cor.
Niagara.

SAVINGS BANKS,

Western, Main, cor. Court.
Empire State, D S. Morgan Bldg.,
Buffalo, Washington, cor. Broadway.
Erie County, Main, Niagara, Pearl and
Church.



BOARD OF TRADE BUILDING.

Exchanges

OF THESE bodies of business men, gathered together for purposes of mutual benefit, and to facilitate business trans-

actions, there are several, the most noteworthy of which are; The Merchants' Exchange, The Builders' Exchange, The Coal and Iron Exchange, The Live Stock Exchange, The Real Estate Exchange, and others of lesser importance.

Merchants' Exchange has its headquarters in the building belonging to the Board of Trade, situated on the corner of Seneca and Pearl streets. The Exchange is one of the city's most important institutions, and was incorporated in 1882 with a large membership. It is a trading body of grain and provision dealers principally, but its object and mission concerns the city's trade and commerce generally. It obtains, provides, and circulates valuable information pertaining to these matters, as well as those connected with the storage, transportation, and disposal of grain, produce, and merchandise; for the benefit of its members' mercantile interests, and commercial pursuits in common. The Merchants' Exchange is in reality a successor to the original Board of Trade, this latter corporation at present being simply the owners of the property in which the Exchange is housed.

The building is of brick and iron, with a massive stone front, and eight stories in height. It is thoroughly fire-proof and substantial throughout, containing all modern conveniences, including two passenger elevators. There are a large number of offices, mostly occupied by business men who are members of the Exchange, and on the fourth floor, where the members' Board room and general offices of the Exchange are located, is an excellent library, reading rooms, etc., together with a large collection of maps and atlases.

The Exchange numbers on its rolls some 400 regular or active members, with an additional 700 associate members, representing nearly every branch of industry in Buffalo. Persons interested may become members on recommendation of the floor committee, subject to election by the trustees, and payment of the usual fees. There are some twenty-five or thirty standing committees who deal with all kinds of matters, and whose meetings are subject to call of chairman. Regular meetings of the Exchange trustees are held on the second Thursday in each month. There is also a gratuity fund controlled by a board of trustees and a secretary, who hold their meetings on the second Wednesday of each month. The building, which was erected in 1883, was one of the first modern structures, of a business type, put up in this city. Its cost was \$250,000, but in 1896 an additional story was erected at a further cost of \$25,000.

A most important step has recently been taken by the Buffalo Merchants' Exchange by bringing into existence and putting into active operation a Bureau of Conventions and Industries. Briefly the object of this Bureau is precisely what its name signifies. Its energies are devoted to advertising the merits and attractiveness of Buffalo in every way, endeavoring to secure desirable conventions, conclaves, encampments and meetings of every description from year to year, and energetically labor to induce manufacturing institutions to locate in the Bison city. Very gratifying results have already been accomplished.

Mr. Curt M. Treat was chosen secretary of this bureau, and upon him devolves the principal part of the practical work. Mr. Treat is located in pleasant quarters in the Board of Trade building, room No. 37, and in connection with the Merchants' Exchange offices. It is his desire that any person knowing of opportunities where the Bureau can be of service in any of its chosen lines of work, should communicate with him, either in person or by letter. The Bureau will serve as one of the distributors of "Ins and Outs of Buffalo," in prosecuting its work of securing conventions for Buffalo. Its representatives are brought into personal contact with prominent people from all sections of the United States—this while laboring to secure conventions for Buffalo. Upon such occasions thousands of copies of "Ins and Outs of Buffalo" are placed directly into the hands of people who will preserve the Guide and put it to such use as will bring the most good.

Builders' Exchange is situated at the north-west corner of Pearl and Court streets, is seven stories high, and occupies a fine position where the building shows to good advantage. It is built of brick and stone, is fire-proof and like most of these large modern structures is chiefly devoted to offices. The architecture, which is in the Italian Renaissance style, fittingly adorns this monument of the builders' craft. It is arranged as follows: The first story represents the Tuscan order; the second and third, the Roman Doric; the fourth and fifth, Ionic, and the sixth and seventh, Corinthian.

Opened in September 1892, it has proven a very valuable acquisition to the number of business organizations in the city connected with the various branches of the building trades. This body is composed of over 200 of the leading contractors and builders' supply men who, through its system of having a daily meeting, with hours from eleven to twelve for the transaction of general business, find this a convenient and central point to meet architects and others, with whom they wish to discuss and arrange their details.

Live Stock Exchange

ON William street, in the district of East Buffalo, and directly facing the Stock Yards, stands the Live Stock Exchange, and connected with the Stock Yards by an overhead runway. The building, which is of brick, three stories high, was erected in 1893, and its various offices are occupied by cattlemen and members of the exchange who are all connected with the live-stock trade.

Express Companies

THERE are about six companies doing business in Buffalo in this line, any of which will call for or deliver packages to any part of the city or suburbs where they have branch offices. The names and addresses of these are as follows:

American Express Company, 241-43 Main St., 248-50 Washington St., and 585 Main St.
Canadian Pacific Express Company, 5 South Division street.
National Express Company, 5 South Division street.
Pacific Express Company, 20-22 Swan street.
United States Express Company, corner Swan and Washington streets.
Wells-Fargo Express Company, 22 West Eagle street.

Gas

PUBLIC and private lighting of the city is contributed in part by two gas companies, with over two hundred miles of mains, and a capacity of several million cubic feet. This gas is sold to consumers at \$1.00 per thousand feet. Gas supplied to the city for lighting the streets, etc., is done under contract as is also the electric lighting. There are something like 6,000 gas lights employed in lighting the city, the total cost of which, including electric lights, for the year of 1898 was \$357,454.

Natural Gas

SINCE the year 1886 natural gas has been a standard article of fuel. Its cheapness makes it a favorable competitor with coal for household purposes, while it has the advantage over coal of being more cleanly and saving much needless labor. Something over 100 miles of pipe are laid throughout the city and this modern and useful commodity is supplied to householders for the sum of 27½ cents per thousand feet. The company, or corporation, which is at present supplying Buffalo, pipes its supply from Humberstone and Welland counties, Ontario, Canada, a distance of some fifteen miles; and also from two or three places in Erie county, N. Y., and Pennsylvania. There are over 15,000 consumers in the city now using natural gas, and although it is over twelve years ago since its first practical adoption, there are at present no indications of the supply running short.

Office Buildings

SOME VERY magnificent types of the modern office building may be seen in this city, in fact the Ellicott square lays

claim to being the largest office building in the world. Other prominent ones are the Erie county Bank building, the Prudential building, the D. S. Morgan, the Mutual Life building, the Board of Trade, the Dun, the White, and the Mooney-Brisbane building. Some of these being described elsewhere in the book, we simply give a brief description of the most important ones.

Ellicott Square. The only office building in America covering a whole block, which occupies a commanding position in the business heart of a great commercial city, with wide business streets on all four sides. The accessibility of such a structure and the advantages in the way of perfect light and ventilation are apparent. A great opportunity for architectural display was presented, but the architects resisted all temptations to indulge in towers, domes and other ornamentations pertaining solely to the picturesque, and addressed themselves in a sober, rational manner to the work of producing an edifice which, in architectural treatment, expresses in a clear and unmistakable way the purpose for which it was intended—a purely commercial building.

The person established in Ellicott square is one of a community of from 4000 to 5000 men and women of diversified callings, in a superb building whose forty stores, sixteen counting rooms, 600 offices, sixteen elevators, splendid club rooms and great central court are visited daily by no less than 20,000 people. This fact alone enables each and every tenant to enjoy, without extra cost, advantages and accommodations impossible in a smaller structure. The principal features in arranging the details of construction was to secure to the tenant the highest degree of personal comfort, the greatest economy of time and unsurpassed facilities for the prompt despatch of business. Somewhere under the same roof which shelters him so well can be found good banking accommodations, legal advice, medical advice and dental service, life, accident, fire and marine insurance, barber shop accommodations, cigars, newspapers, periodicals, stationery, legal blanks, postage stamps and refreshments to one's taste. At mid-day he can lunch luxuriously at the café. He can dictate letters to a public stenographer, send telegrams, obtain messengers, mail his letters on any floor by means of the mail chutes, or communicate with anyone in or out of town at the public telephone station, without once stepping into the street.

The building, which is ten stories high, contains 447,000 square feet of floor space. The frame-work is of steel and weighs 5,550 tons, while the exterior casing consists of pressed brick and terra-cotta, the whole resting upon a

foundation of steel and concrete extending nineteen feet below grade. The decorations of the interior are executed in Italian marble, marble mosaic, and ornamental iron, the finish being in quarter sawed red oak. Many of the offices being occupied by members of the legal profession, a first-class law library containing 4000 volumes, forms one of the great conveniences for this class of tenants. It is maintained by the Ellicott Square Company for the use of its residents, and is situated on the ninth floor of the building, adjoining the law school. A club, mentioned elsewhere, is located on tenth floor, see Clubs.

The feature which distinguishes Ellicott square from all lesser structures, is the great rectangular central court, which gives abundant light and air to all the interior offices and provides on the ground floor a public, social and business exchange large enough for mass meetings. This court is 110 feet long and 70 feet wide, floored with mosaic, roofed over with glass on a level with the third floor, flooded with sunlight by day and illuminated at night by brilliant lights grouped in two great electroliers. From the main floor two grand staircases, one at either end, rise to the balcony which encircles the banking floor. All of the stores open into this court as well as upon the street, a manifest advantage to the tradesmen and to the other tenants of the building.

The cost of the site and building was about \$3,350,000 and it may be somewhat interesting to know that from the time the first pick and shovel commenced upon the demolishing of the old buildings which occupied the site, until the last finishing touch was added to the new building, was precisely one year.

Erie County Bank Building. This is one of the few buildings in this country which does not rely upon steel frame-work for its size and strength. The bank is a solid massive granite building, solid enough, one would imagine, to endure for ages. No mere description of words can do justice to a recital of the beauties of this magnificent structure which all Buffalonians point to with just pride. It is a complete departure from all the crude, inartistic specimens of architecture which for many years have blurred and distorted the streets in most large cities of this continent. The design is a credit both to its owners and builders, and may serve as an example to revolutionize the "post-diluvian" ideas of ambitious architects in erecting the steel tower-of-babel-like monsters, with which they so ardently love to pierce the blue dome of heaven.

This building is constructed of huge undressed blocks of red-gray granite; its facades surmounted by round spire-topped towers, which with many dormers cluster about the steep, terraced, tile-covered roofs. The interior is designed and finished according to the same lavish scale of costliness. Red marbles

from Tennessee, black marble from Glen Falls, gray marble from Knoxville, Alps green marble, St. Beaume Republic pink and rose jasper marbles are all freely used in the floorings, corridors, wall linings, and counter fronts, while the woodwork is executed in the choicest of mahogany. The building is somewhat triangular in shape, and in its nine stories contains 140 offices. It was erected in 1893 at a cost of \$1,100,000, paid for, from the accumulated fund of the Bank's surplus savings. The Erie County Savings Bank and Fidelity Trust and Guaranty Company occupy the entire apartments of the ground floor.

Mooney-Brisbane Building. A beautiful structure erected in the years of 1894-5 and situated with the main frontage overlooking Lafayette park, while its east and west elevations front on Washington and Main streets, respectively. It is seven stories high, and is designed in the classic Renaissance style of architecture. It has four elevators, while a special feature of the building is the arrangement of the first and second floors. The former is seventeen feet high, and so arranged that the entire floor, which covers an area of about 32,000 square feet, is utilized for one large store. The second floor was arranged for a grand "Bon Marche," consisting of sixteen bazaars, each fronting on a court fifty feet wide and 180 feet long. This floor, which is covered with a large glass dome, is heated during the winter, and used as a garden foyer, ornamented with palms and other plants. All the offices on the floors above look out into the open air, there being thirty of these on each floor. This building, exclusive of its site, cost nearly a million of dollars.

Mutual Life Building. Although this building was erected and is still owned by the real estate men of Buffalo, who reserve a portion of it for the Real Estate Exchange, a concession was secured by the Mutual Life Insurance Company to have the name of the building henceforth known as the Mutual Life Building.

It is doubtful if real estate men in any other part of the country have expended more wealth upon an edifice in which to transact their business than have those of this city. The cost of this structure, including land, was close upon three quarters of a million dollars. It is a fire-proof building, of steel frame construction, faced with brick and white terra-cotta, and is situated on the west side of Pearl street at the corner of Express street. It was completed during 1897 in the remarkably short period of 178 working days. The main entrance is a superb piece of work, being a richly decorated arch supported by twelve white marble columns. The walls of the vestibule are of marble and the floor is inlaid with mosaic. The ceilings and corridors are all sumptuously ornamented and carved. The real estate exchange chamber has a magnificent

arched ceiling thirty-five feet high and is supported by massive marble columns at each end. This place is where members meet daily to transact business and in which together with the adjoining offices, every comfort and convenience is provided for them. The remaining 200 offices, occupied mostly by real estate men, have been equipped with all the modern evidences of taste and refinement that money can furnish. The interior finish of the building is Mexican mahogany and white quartered oak. A service of four passenger elevators is also provided.

D. S. Morgan Building. A stately structure costing half a million. Built at an angle, it thereby faces both on Pearl and Niagara streets. Of the usual steel-frame pattern, covered with gray brick and terra-cotta, it rises to a height of twelve stories. The height of the building proper is 157 feet, but an observatory tower, a special feature of the building, rises from the roof another sixty-four feet, thus giving a total height from the street of 221 feet. The internal arrangement is fitted up much after the usual elaborate and costly style of palatial "sky-scrapers," which at present are so much in vogue for office purposes. Mosaics, white Italian marble, Tennessee marble, and white oak are extensively used in the corridors, on the walls, ceilings, and general finish. There are some 156 offices all told, to which a series of hydraulic elevators running from the vestibule, give rapid connection. Other usual attributes of light, heat and comfort have all been fully and perfectly provided for.

The tower is one of the most interesting points in Buffalo for tourists to visit. It claims to be the highest point of view in the city, and certainly a magnificent panorama of Buffalo, the harbor, Lake Erie and, on a clear day, Niagara Falls, may be obtained. A small charge of ten cents is made for the use of the elevator up to the tower, open any day in the week after 7. a. m.

The White Building. Situated on Main at the corner of Erie street, was the first strictly fire-proof office building of the sky-scraping order to be erected in this city. It is seven stories high and is constructed of red brick and iron frame-work. The ground floor is utilized as one large store, while the balance of the building is divided into offices of which there are 144, and two passenger elevators. Completed in 1881, it serves as an illustration of what was considered in those days the maximum of spacious and elaborate office buildings, but which alongside those of the present day appears quite insignificant.

The Prudential Building. At present the most recent specimen in Buffalo of what the modern architect can produce, provided he is furnished with an unlimited quantity of brick and steel girder. \$1,250,000 was expended by the Guaranty Building Company, the firm to whom is due the genius of

erecting this monumental excess of straight line and monotone. It rears its mighty bulk of brick, steel, and terra-cotta sheathing to a height of thirteen stories, and faces on Pearl and Church streets; the latter frontage being 116 feet. Within, the building is a dream of beauty; its corridors are lined with pink Tennessee marble, and its floors are laid in beautiful mosaic. The elevator shafts and the walls above the marble wainscoting are lined with white enameled fire-proof brick, while the elevator chutes and many of the interior supports are cased in bronze, wrought in the same fashion to correspond with the design of the terra-cotta work on the exterior. Mexican mahogany and oak are the principal woods used in the finish. The stairways, toilet rooms and bath rooms are fitted up and furnished in the most luxurious and comfort-giving manner.

The United States Weather Bureau occupies offices on the thirteenth floor, and also uses the roof of the building as its observation station for forecasting the weather.

Other Office buildings are:

Austin, 110 Franklin, corner West Eagle.
 Birge, 225 Main, corner Seneca.
 Chapin Block, 25 Swan, corner Pearl.
 City National Bank Building, 319 Main.
 Cunneen Building, 85 West Eagle.
 Dun Building, 112 Pearl, corner Swan.
 Erie Savings and Loan Ass. Bldg., Erie St.
 Exchange Building, 198 Main.
 Grein Building, 23 Court, corner Pearl.
 Marine Bank Building, 224 Main, cor. Seneca.

Hutchinson Building, 73 West Eagle
 Law Exchange, 52 Niagara, corner Eagle.
 Lewis Block, 19 Swan, corner Washington.
 Masonic Temple, 41 Niagara.
 Morgan Building, 534 Main.
 Stafford Building, 156 Pearl, cor. Church.
 Stevenson Block, 392 Main.
 Utica Building, 46 Niagara.
 Williams Block, 377 Main, corner Eagle.

Insurance

NO LESS than 260 insurance companies are located in Buffalo, some with their head offices here, and others having only branches or agencies. Among such number, nearly every kind of insurance is represented, from fire and life insurance to that of automatic sprinkler breakage. The bulk of the business probably goes to about a dozen or more of the good solid companies, whose business is mainly transacted in the different counties in the western part of this state as well as Buffalo and neighboring towns. Among the local fire companies are the Buffalo Commercial, the Erie, the Buffalo German, the Union, the Harmonia Mutual, the Queen City Mutual, and the Protective, which latter is a life company. Of others their numbers are represented as follows: one hundred and thirty-nine fire, forty-seven life, sixteen accident, eleven fidelity bonds, twelve marine, nine liability, nine plate glass, six elevator, six steam boiler, and five miscellaneous; making the total 260. The office of the Buffalo Association of Fire Underwriters is located in room ninety-four of the Dun building.

Safe Deposit Companies

OF THESE valuable institutions there are three in Buffalo, which have a perfect system of burglar and fire-proof vaults

for the care and preservation of valuables entrusted to them. The safe deposit vaults of the Manufacturers & Traders Bank, which have recently been opened to the public, are without question the finest and best equipped in the state of New York. They are the result of everything that the most modern skill and engineering science could suggest. Boxes, of different sizes ranging in price from five dollars per year upward, are provided for the use of patrons; also storage vaults for the safe keeping of trunks, silver, jewelry, pictures, etc. Commodious retiring rooms provided with stationery, coupons, envelopes, etc., afford patrons every opportunity to transact their business with the utmost convenience. The names of the three safe deposit companies are:

Buffalo Loan, Trust & Safe Deposit Co., 449 Main street.
Manufacturers & Traders Bank, 270-272 Main street.
Marine Bank, 220 Main street.

Telegraphs and Telephones

FACILITIES in this line are provided for the business community by the Western Union, the Postal Telegraph and Cable

Company, and the Bell Telephone Company. The latter operates in the counties of Erie, Niagara, Orleans, Monroe, Livingston, Genesee and Wyoming, with offices in all the cities and towns. The service is a very reliable and efficient one, and all the equipment thoroughly up-to-date. In the cities of Buffalo and Rochester, wires are for the most part laid underground. Rates vary according to the number of messages subscribed for, but nearly any telephone may be used for ten cents.

Telegraph offices are located as follows:

Postal Telegraph & Cable Co., 207 Main St.

Branch offices:

56 Main.

194 Main.

Hotel Iroquois.

22 Palace Arcade.

Mooney-Brisbane Bldg., (2nd Floor)

143 Michigan.

Board of Trade

100 Lakeview ave.

187 Tonawanda.

Prudential Building.

Mutual Life Building.

64 Exchange.

Jacob Dold Packing Co.

Snow Steam Pump Works.

Live Stock Exchange, E. Buffalo.

Cor. Pennsylvania and Niagara.

Morgan Building, (1st floor.)

Western Union, cor. Main and Swan.

Room 35 Board of Trade.

319 Main.

Erie County Bank.

537 Main.

943 Main.

935 West Perry.

488 William.

Live Stock Exchange.

173 Perry.

211 Vermont.

413 Niagara.

Tift House.

Mansion House.

Hotel Broezel.

New York Central station.

Erie Railway station.

1593 Niagara.

D. L. & W. Railway station.

Newspapers and Periodicals

SOME eighty or more publications are printed in Buffalo, of which eleven are daily newspapers, three printed in the

German language, one in Polish, and seven having also a weekly edition, which is generally issued on Sunday. The Sunday papers are five cents, the Express, Commercial, and Review, two cents, and the other dailies one cent each. The list is as follows:

"The Courier" morning paper, 250 Main street.

"The Express" morning paper and Sunday illustrated, cor. Exchange and Washington streets.

"The Commercial" afternoon daily, tri-weekly and weekly editions, Washington street corner North Division.

"Evening News" noon and afternoon editions, 216-218 Main street.

"The Enquirer" noon and afternoon editions, 250 Main street.

"Evening Times" noon and afternoon editions, 193 Main street.

"The Review" morning daily, 45 North Division street.

"Der Buffalo Demokrat" German, daily and weekly, 250 Main street.

"Freie Presse" German, daily and weekly, 296 Ellicott street.

"Volksfreund" German, daily and weekly, 46-48 Broadway.

"Polak W. Ameryce" Polish daily, 227 Lovejoy street.

The "Courier" is the oldest established paper, dating its descent from "The Star" first published in 1831, and which was the first daily newspaper printed in Buffalo.

The "Express" is also an old established paper from 1846. Besides their dailies the Germans have some seven or eight weeklies and as many more monthlies printed in that language, while the balance of the list is mainly made up of trade, fraternal, and religious publications. The offices of the American Press Association are located at No. 45 North Division street, and those of the Associated Press at 666 Ellicott square.

Railroads

AS HAS already been stated, there are now thirty railroads centering in Buffalo, whose passenger traffic has naturally assumed immense proportions.

The urgent need for a new union station has for many years past attracted the attention of the traveling public and the citizens in general. Although much agitation has of late been aroused in this direction, and plans already projected, no definite action has yet been reached.

The railroad yard facilities of the various companies entering here are the greatest in the world. Buffalo has, within an area of forty-two square miles, (including the yards of the Delaware, Lackawana & Western, and the West Shore Railroads, which adjoin the city limits on the east,) 600 miles of railroad tracks, and this will be increased upwards of 660 miles when the terminal improvements and additions already planned by the various roads, are completed. The railroad companies own over 3,600 acres of city land.

Following is a List of Railroads Centering In Buffalo.

1. The New York Central & Hudson River. The main line—four tracks.
2. Niagara Falls & Lewiston branch.
3. Buffalo & Lockport.
4. Belt Line (Around the City)
5. West Shore—two tracks.
6. Niagara Falls & Canandaigua branch.
7. Rome, Watertown & Ogdensburg.
8. Erie—Main line—two tracks.
9. Niagara Falls & Suspension Bridge branch.
10. International Bridge branch.
11. Buffalo & Southwestern and New York, Pennsylvania & Ohio Division.
12. Lehigh Valley system—Main line—two tracks.
13. Niagara Falls & Suspension Bridge branch.
14. Delaware, Lackawana & Western. Main line—two tracks and branches.
15. Western New York & Pennsylvania, Buffalo division—Emporium and other branches.
16. Pittsburgh Division—Pittsburgh branch.
17. Connecting Terminal.
18. New York, Chicago & St. Louis—"Nickel Plate."
19. Lake Shore & Michigan Southern. Main line—two tracks and branches.
20. Grand Trunk of Canada. Main line—via Niagara Falls, Suspension Bridge and branches.
21. Chicago & Grand Trunk; Detroit, Grand Haven & Milwaukee.
22. Buffalo & Goderich, and other branches, via International Bridge.
23. Michigan Central and branches. Main line—via Canada over International and Cantilever Bridges.
24. Canadian Pacific.
25. Toronto, Hamilton & Buffalo.
26. Niagara City Branch.
27. Buffalo, Rochester & Pittsburgh and branches.
28. Northern Central—via N. Y. C. & H. R. at Canandaigua, N. Y., and Erie at Elmira, N. Y.
29. Wabash.
30. Pennsylvania. Main line—via W. N. Y. & P.

A List of Passenger Stations.

Delaware, Lackawana & Western R. R. at the foot of Main street.
 Erie Station—Trains of the Erie R. R.,
 New York, Chicago & St. Louis, (Nickel Plate)
 and Wabash R. R., depart from this station.
 Grand Trunk Station at 157 Erie and Erie Canal:
 Two trains daily via International Bridge.
 Lehigh Valley Station, at 119 Washington, corner Scott street.
 Trains of Lehigh Valley R. R.
 Grand Trunk R. R.
 New York Central Station, at 121 Exchange street,
 Trains of the following railroads depart from this station:
 Buffalo, Rochester & Pittsburgh R. R.,
 Canadian Pacific R. R.,
 Lake Shore & Michigan Southern R. R.
 Michigan Central R. R.,
 New York Central R. R.,
 Belt Line,
 Northern Central R. R.,
 Toronto, Hamilton & Buffalo,
 Western New York & Pennsylvania,
 West Shore R. R.
 Pennsylvania R. R.

Traffic by Water

CONTINUALLY passing in and out of this port during the season when the lakes are open to navigation, there is a fleet of 287 steamers, besides numberless sailing and other vessels, owned by about twenty transportation companies, all busily occupied in handling an immense amount of freight and passenger traffic. Among the vessels which thus regularly ply between Buffalo and all the principal ports on the Great Lakes and canals, are many of large size, some of them measuring 5000 tons.

These lines are as follows:

Western Transit Co.,47 Main street
 Union Steamboat Line...986-88 Ellicott square
 Anchor Line.....Atlantic dock, Evans street
 Lackawana Transit Co.,....Foot of Main street
 Lackawana Green Bay Line " "
 Northern Steamship CoPrudential bldg
 Lehigh Valley Transit Co.Coal & Iron Exc

Union Transit Co994 Ellicott square
 "Soo" Line904 Ellicott square
 "Clover Leaf" Line.....910 Guaranty bldg
 The C. & B. Line.....foot of Illinois street
 Canal & Lake St'mboat Co...foot Evans street
 Wilson Transit Co.....1140-44 Prudential bldg
 Lake Erie Transit Co.....904 Ellicott square

The following are canal boat lines:

Buff. & Roch. Trans. Co., 1 Commercial st.
 Central Transit Co., Ohio street, cor. Illinois.
 Western States Line, foot of Evans street.

American Transit Co., 904 Ellicott square.
 Canal Forwarding Co., 40 Pearl street.
 Erie Boatmen's Transit Co., 72 Pearl street

Inland Transit Despatch, 27 Coal & Iron Exchange.
 Syracuse & New York Line, 1038 Guaranty building.

Street Railways

STREET railway systems of this city are practically perfect in the facilities they afford, not only for getting about within the city proper, but for reaching many remote points and pleasure resorts. The various street railways of Buffalo were quick to appreciate the advantages of cheap power developed by the great Niagara, as were also some of the suburban roads which receive all their power from this source. No city in the country can compare with Buffalo in the extent of its street railway system. Its lines radiate in every direction and there is not a part of its forty-two square miles of territory that cannot be reached within half an hour from the business district.

The surface roads of the city proper, are the Buffalo Street Railway Company, who also operate the lines of the Buffalo East Side Railway, Cross-town Railway. and the West Side Railway and Buffalo Traction Company. Through agreements made by the city with the Buffalo Street Railway Company and the Traction Company, the transfer system was adopted, thus enabling passengers to travel all over the city for a single fare. Passengers also have the privilege of traveling on any of the cars of the suburban lines some of which enter the city at various points. The regular fare to any part of the city is five cents; for children under twelve years, three cents, and under five, free.

Elevators

SOME of these huge tower-like structures are scattered along the banks of the river, harbor, and docks of the city,

nearly all of which are engaged in the handling of grain and similar products. These conspicuous looking objects are mostly the property of the great railroads. They are fitted with every facility and invention for the quick and systematic dispatch of vessels and cars. The largest of them all is the Great Northern, which is of steel construction and has a capacity of 2,500,000 bushels storage.

The total elevator storage capacity of grain is something like 21,000,000 bushels, but it may be noted that about twenty per cent. should be deducted from this for storage of remnants, working room, and elevators out of repair. The estimated cost of elevators, transfers and floaters is over \$13,000,000. The transfer capacity for each twenty-four hours would probably aggregate 6,000,000 bushels—that is to say, there are facilities for receiving from lake vessels and railroads, and transporting to canal boats and cars daily, the quantity named, from the fifty-four elevators, transfers and floaters.

Following are the names and storage capacity of the several grain elevators, transfer towers and floaters of this port:

ELEVATORS.

<i>Name.</i>	<i>Capacity bu.</i>
Bennett.....	800,000
Brown.....	250,000
Buffalo Lake Shore Transfer	90,000
City A	600,000
City B	800,000
C. J. Wells.....	550,000
Coatsworth.....	650,000
Connecting Terminal.....	950,000
Dakota	850,000
Eastern.....	1,500,000
Electric	1,000,000
Erie	720,000
Erie Basin (unused).....	
Erie Canal (Black Rock)	140,000
Evans.....	400,000
Exchange	500,000
Export.....	1,000,000
Frontier.....	650,000
Great Northern	2,500,000
Husted	75,000
International (Black Rock).....	650,000

ELEVATORS.

<i>Name</i>	<i>Capacity bu.</i>
Kellogg	600,000
Lyon (unused).....	
Marine	650,000
National	65,000
National and Globe Mills.....	100,000
Niagara A.....	800,000
Niagara B	1,200,000
Niagara C.....	200,000
Ontario.....	450,000
Queen City, A, B and C.....	450,000
Richmond.....	250,000
Schreck (unused).....	
Sternberg (unused).....	
Swiftsure (unused).....	
Union	130,000
Watson.....	600,000
Wheeler.....	350,000
Wilkeson.....	400,000
William Wells (unused).....	

Total 40 Elevators.....20,920,000

TRANSFER TOWERS.

Hefford,	Chicago,
Merchants'	Northwest, (unused)
Western Transit,	Raymond,

FLOATERS.

Cyclone,	Buffalo,
Free Canal,	Free Trade,
Ira Y. Munn,	Empire,
Ryan,	Dispatch.

Coal and Iron Trades.

BUFFALO'S coal and iron trade is something immense, nearly one-sixth of the whole production of anthracite coal in the country passes through this port. To its nearness to the great Pennsylvania coal fields and its advantageous position as a railroad center and lake port this is naturally ascribed. As a distributing point the returns for 1898 show 2,691,946 tons exported by lake, and 7,235,446 tons imported by rail. It is estimated from the State Railroad Commissioners' statistics that from twelve to fifty per cent. of the tonnage of the railroads entering here is coal, the principal companies having this traffic have provided facilities for the reception and storage of large quantities in the way of pockets, and wharfage in general, the Lackawana has a coal trestle over a mile in length.

The seven vast coal piers, trestles and pockets with an aggregate of over 500,000 tons storage capacity align the docks and railroad yards of the port.

The shipping docks and coal pockets are:

<i>Name</i>	<i>Average Shipping Capacity daily, tons.</i>	<i>Average Capacity of Pockets, tons.</i>
Western New York & Pennsylvania R. R.....	2,500	3,000
Delaware, Lackawana & Western R. R.....	3,000	4,000
Lehigh Docks, Nos. 1 and 2	6,000	12,000
Erie Docks, (Erie R. R.)	3,000	10,000
Reading Docks.....	7,000	6,500
Totals.....	21,500	35,500

Outside the city limits at Cheektowaga is the stocking coal trestle of the Delaware, Lackawana & Western, with a capacity of over 100,000 tons storage. At the same place the Lehigh has its trestles and stocking plant of 175,000 tons storage capacity, with a shipping capacity of 3,000 tons daily; and has a transfer trestle for loading box-cars, with a capacity of 100 cars daily. At the same point the Erie has a stocking plant, with average daily capacity of 1,000 tons, and storage capacity for 100,000 tons. The Reading has, at the foot of Georgia street in the city, a large trestle and pocket for the convenience of the retail trade, and in connection with their docks, with a capacity of 2,000 tons. The Buffalo, Rochester & Pittsburg has terminals on Ganson and Michigan streets, fronting on the Blackwell Canal, with a water frontage of 1,100 feet; also a town delivery yard, with a hoisting plant for loading and coaling vessels.

The total iron ore shipments to all the points in the country during 1898 was 14,024,675 tons out of which Buffalo received 1,075,975 tons. The ore docks of Buffalo are as follows: The Lehigh Valley, on the Tift farm improvement; the plant consists of three Brown hoists and six Thornburgh hoists, with ample storage facilities. The Buffalo Dock Company (H. K. Wick & Co.,) on

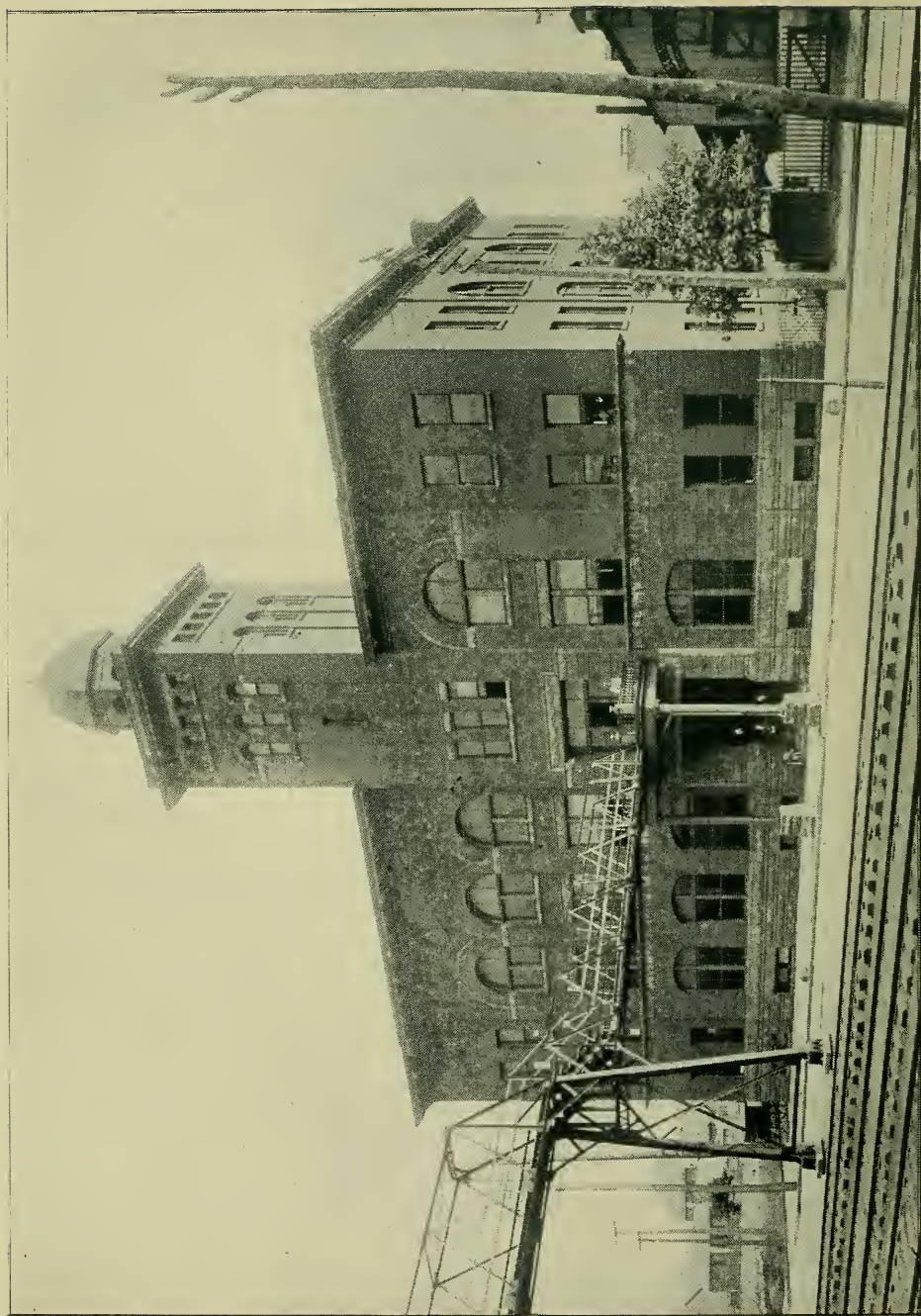
the Blackwell canal, has six McMyler hoists and storage trestles combined. The Minnesota Docks, (N. Y., L. E. & W.,) on the river has five McMyler hoists and storage trestles combined. The Coit Docks in the Erie Basin, (N. Y. C. & H. R. R.) has two McMyler hoists and storage trestles combined. The Delaware, Lackawana & Western Railroad has one set of Thornburgh hoists only, located in the Erie Basin. The total dock frontage aggregates 4,000 feet. The facilities as shown are ample, as the docks have connections with the numerous railroads centering at Buffalo.

Shipbuilding.

AMONG the many varied industries of the city is that of shipbuilding. There are at present only two concerns here who build ships, viz: The Union Dry Dock Company and the Buffalo Dry Dock Company. The former is the property of the Erie Railroad Company and has quite a history which commenced with the building of the celebrated "Walk-in-the-water" as far back as the year 1818. This vessel was the first one ever built for steam navigation on the lakes above Niagara. From that time up to the year 1870, the year in which the Union Dry Dock Company was incorporated, the building of vessels in these yards was carried steadily on. Some twenty-four propellers, twenty schooners, eighteen side-wheel steamers, and numerous brigs, tugs and scows, comprised the out-put of these yards. From 1890 on, the company has turned out sailing and steam craft of all descriptions, the latest and largest of which, the "Buffalo," a steel steamer measuring 403 feet was launched during the summer of 1899.

The Company's yards, which cover over ten acres, have a frontage of more than 450 feet on the Buffalo river, and 400 feet on the Blackwell canal. By this arrangement they have the advantage over most yards, of water on either side. On the Buffalo river side are located the two dry-docks, built on the Simpson plan, on either side of which vessels are constructed, and are then launched into the dock. The frontage of the Blackwell canal side gives ample room for the construction of the largest sized lake vessels.

The plant is a complete one, including saw-mills, carpenter shops, pump house, joiner shop, mould lofts, machine shops, and various other buildings and offices. One of the most interesting and certainly most conspicuous objects in the yards is the mammoth traveling crane, running the entire length of the yards. The whole plant is equipped with electrical apparatus for furnishing light and power, which is supplied by the Niagara Falls Power Company. Railroad tracks run through the entire property.



LIVE STOCK EXCHANGE

Live Stock Yards

COVERING an immense tract of land about eighty acres in extent are the Stock Yards at East Buffalo, running

parallel with William street. The yards and sheds form an interesting place to visit when filled with different kinds of live stock. Temporary accommodation is here provided for some 10,000 head of cattle, 30,000 sheep, and 30,000 hogs: also horses. Nearly all of the trade which comes to Buffalo is handled by the New York Central stock-yards. Great improvements have of late years been made in the increase of accommodation, and also with a view to the general care of the stock deposited here. The whole place is well paved and kept in cleanly order and plentifully supplied with an abundance of running water. Animals are counted while being unloaded from the cars to the pens, and then left to await re-shipment to some other point, or be otherwise disposed of by the Buffalo consignee. About 200 hands are regularly employed in tending and caring for the large consignments which are continually coming and going throughout the year.

The market is generally steady and reliable, and sales average well and strongly at all points. Regular shippers to this market realize better prices and returns for their shipments taken on the average yearly, than do those of any other live stock yards in the country. As the market here is less subject to fluctuations than at other points, it gives to the regular shipper a forecast of values which prevail. Many of the dealers, connected with these yards from their inception are men of keen and shrewd insight and noted ability in this particular trade.

There is no other city in the United States which has such a large and growing market for horses as Buffalo. It began in a small way only a few years ago, and has grown to such proportions as to be now recognized as the greatest horse market in the world. There are a number of large concerns connected with the stock yards which make a specialty of this branch of business. Ten years ago there was no market in Buffalo for horses except in a small retail way; to-day the business runs into millions of dollars annually, the greater portion of this being export trade. Stock is being constantly shipped here from all of the western states and Canada. When large purchases of horses are sought after, Buffalo is generally considered the best market in which the necessary stock may be obtained. Erie county, of which Buffalo is the county seat, has more money invested in high-class horses than any other section of the country. Within its borders may be found some of the most famous stock-farms in the world; such as the Jewett, Hamlin, and Howard farms.

Lumber Trade



WHOLESALE traffic in lumber has been during the commercial existence of Buffalo, one of its greatest industries and

has added as much as any other to its prestige as a jobbing and distributing point. Its advantageous position of being the terminus of lake navigation and at the beginning of the Erie canal, has for many years made it the natural transferring and distributing point between the producers of the west and the great consuming markets of the east, and this position it has maintained without rival until the present time.

White and Norway pine, hemlock, hardwoods, shingles and lath are brought here by lake from Minnesota, Michigan, Wisconsin and Ontario, and piled on the large wholesale yards, which line the water-front from the Tift farm on the south to, and including Tonawanda on the north, while a large number of railroad yards receive hardwoods, yellow pine, and hemlock from all parts of the United States and distribute them in the eastern markets and Canada. The largest producers and jobbers of hardwoods and hemlock in the world have their headquarters in Buffalo and ship here from their mills, located in almost every lumber producing state in the Union.

In the quantity of lumber handled annually the joint markets of Buffalo and Tonawanda are second only to Chicago. During the past ten years, the quantity of lumber received by lake at both markets has averaged about 900,000,000 feet per year. In Buffalo, exclusive of Tonawanda, received by lake 200,000,000 feet; by canal 2,000,000 feet; and by rail 440,000,000 feet, making a total receipts of 642,000,000 feet, while during the same period the market shipped by canal, 30,000,000 feet; by rail 543,000,000 feet making the total shipments, 573,000,000 feet. January 1st, 1899 there was an amount of lumber on the yards of Buffalo dealers, estimated as 168,000,000 feet, while during the year, lumber was sold and shipped by Buffalo dealers from points of supply to the consuming markets, without coming to Buffalo, amounting to 288 000,000 feet. These figures are approximate, but substantially correct.

The large and growing city trade is served by three classes of dealers, wholesale dealers, who have retail departments, strictly retail yards, and planing mills, which are both retailers and builders.

In its dealings with the outside world the wholesale lumber market is represented by the Buffalo Lumber Exchange, a flourishing organization, which holds bi-weekly meetings during the winter in the Merchants' Exchange; and the retailers by the Builders' Exchange, which meets in a building of its own on Court street.

Breweries

THE BREWERIES and malting-houses centered in Buffalo taken in the aggregate rank third in the city's long list of

industrial enterprizes, and have of late years assumed enormous proportions. Not only in the aggregate of their output, but in the quality of their product have they established Buffalo as a successful rival of any city in the Union, both in home and export trade. This business was inaugurated synchronously with the incorporation of Buffalo as a city, and with its wonderful growth in all that constitutes material prosperity, the brewing business; malting, bottling and kindred interests, have kept even pace. It is ascertained from the best information obtainable, that previous to 1840 there were in this city five breweries, with a capacity of from one to nine barrel kettles each. The pioneer in this important enterprise was Jacob Roos, whose plant was located in what was then called "Sandy Town," between Church and York streets, and beyond the Erie canal, near the Old Stone House. The site to-day is occupied by the fine building and plant of the Iroquois Brewing Company having a capacity of 90,000 barrels annually.

In 1863 there were thirty-five breweries in successful operation in the city, producing over 150,000 barrels. In 1896 the Buffalo breweries aggregated an output of over 650,000 barrels, but while the output has been considerably increased the number of breweries have decreased to nineteen. In 1872 when the price of raw materials was very high, and the breweries were doing business at a loss, an organization of the brewers of Buffalo was effected, to fix the price of their product and to protect themselves from loss. Resolutions were also adopted at one of the Association's earlier meetings to admit maltsters, hop dealers, and kindred trades as associate members. During the first week in June, 1880, and again in the year 1897, the United States Brewers' Association held their annual convention in this city, which events have been signally marked as being of great importance and benefit to this branch of industry.

At present there are nineteen large brewing establishments supplying the city and neighborhood with this beverage, besides the several agencies of some of the important breweries in other parts of the states. Here as elsewhere it will be observed that the breweries are nearly all conducted by the capital, energy, and thriftiness of Germans. Some idea of the magnitude of the present trade may be had when it is stated that during the year 1898 upwards of a million barrels of beer was produced by these various establishments. Most of the larger breweries have extensive bottling departments, this branch of the trade having increased very considerably during the past few years. Of

bottling establishments alone, there are at least thirty, but some ten or more of these are bottlers of mineral waters and other like beverages.

In the malting business there are twenty or more concerns engaged, totaling a capacity of over 3,000,000 bushels a year, the greater portion of their output being exported to Philadelphia, Brooklyn, and other cities. For the most part domestic barley is used in this industry; and it is claimed by those engaged in the manufacture of malt that Buffalo is more favorably situated for the successful production of this article, in its facilities for procuring good grain and having just the right temperature needed than any other city in the north.

Following is a list of the principal brewing establishments in the city:

	<i>Capacity in bbls.</i>		<i>Capacity in bbls.</i>
Buffalo Co-operative Brewing Co.....	100,000	Iroquois Brewing Co.....	150,000
Bradway Brewing Co.....	75,000	John Schuesler Brewing Co.....	175,000
Clinton Co-operative Brewing Co.....	40,000	Kaltenach Brewing Co.....	75,000
Christian Weyand Brewing Co.....	100,000	Lake View Brewing Co.....	125,000
East Buffalo Brewing Co.....	100,000	Lion Brewery.....	125,000
Gambrinus Brewing Co.....	100,000	Magnus Beck Brewing Co.....	200,000
German-American Brewing Co.....	75,000	Moffatt's Ale Brewery	
Germania Brewing Co.....	40,000	Star Brewery.....	50,000
Gerhard Lang Brewery.....	300,000	Ziegele Brewing Co.....	80,000
International Brewing Co.....	100,000		

Steel and Iron Works

SECOND in importance among the great industries of Buffalo, along with the machinery trades, ranks the steel and

iron works, and with the inauguration of the new steel plant soon to be erected at a cost of \$20,000,000 these enterprises must rapidly assume a position far in advance of many of the other large industries combined. This steel plant, which will be the largest thing of its kind in the United States, and one of the greatest in the world, will give employment to fully 8,000 workmen. Its two miles of buildings will naturally extend over an immense area of land, while fifty more acres at present laying under water at Stony Point, just west of Buffalo and abutting the site on which the big steel works will be built, have further been purchased. The company has already paid in \$1,500,000 in cash, on account of land, and by the time our book is out of press, construction on this formidable and gigantic enterprise will be well under way.

With the huge iron works of the Buffalo Blast Furnace Company, and the Buffalo Smelting Works, and twenty or more large Foundries and forging companies, besides car and car-wheel companies, copper and brass factories, and scores of other industries of a similar nature, but too numerous to classify, the city promises to become the greatest manufacturing site in this country.

Milling Industry

WITH the center of this industry, perhaps the most vital and important in the United States, during two decades grad-

ually advancing westward, leaving in its trail a number of cities once celebrated for this particular branch of trade, but which are now considered quite insignificant as compared with the vast establishments located in Minnesota, the Dakotas, and neighboring regions; yet the city of Buffalo can still boast of quite a formidable showing. With its six mills in the city proper, and other six located at Niagara Falls and nearby towns, yet properly belonging to Buffalo's trade, as their wheat is bought here, and most of them have offices here; they total in the aggregate a capacity of 9,000 barrels per day, or something like 3,000,000 barrels annually. It is stated on good authority that these mills at present represent an investment of two and a half million dollars capital, thus proving that this business may be fairly classed as one of the city's numerous large industries, and enabling Buffalo to take rank of fourth place in milling capacity of the great flour producing centers of the United States; Minneapolis being first, and West Superior, or what is known as the Head of the Lakes, ranking second, and St. Louis third.

The product of the Buffalo mills as well as those located at Niagara Falls, has a good reputation in the flour markets of this country, while nearly all of them do more or less export trade with the British and Germans.

The spring wheat arriving here comes mostly from Minnesota and the Dakotas, through Duluth and West Superior, over the lakes, right up to the port of Buffalo; while the winter wheat is mainly purchased from the states of Michigan and Ohio, and in some instances though in small quantities, from the western portion of this state. Herewith is appended a list of the city and outside mills, together with their daily capacity:

CITY MILLS.

<i>Name of Mill.</i>	<i>Capacity 24 hours</i>
Banner.....	600
Buffalo City.....	600
Marine.....	200
National and Globe.....	1,000
Queen City.....	300
Urban Roller.....	1,000

OUTSIDE CITY MILLS.

<i>Name of Mill.</i>	<i>Capacity 24 hours</i>
Akron, at Akron, N. Y.....	300
Cataract, at Niagara Falls, N. Y.....	600
Central, at Niagara Falls, N. Y.....	2,000
Hamburg, at Hamburg, N. Y.....	200
Niagara Falls, at Niagara Falls, N. Y...	2,000
Tonawanda Roller, Tonawanda, N. Y...	200

Packing Industry

THIS IS the largest industry in the city and keeps employed a number of very large plants. Considerably over a mil-

lion hogs are slaughtered in the city during the course of a year, besides vast numbers of cattle and sheep.



SCENERY AT THE PARK LAKE,



Buffalo Electrotype and Engraving Co.

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HALE TONE
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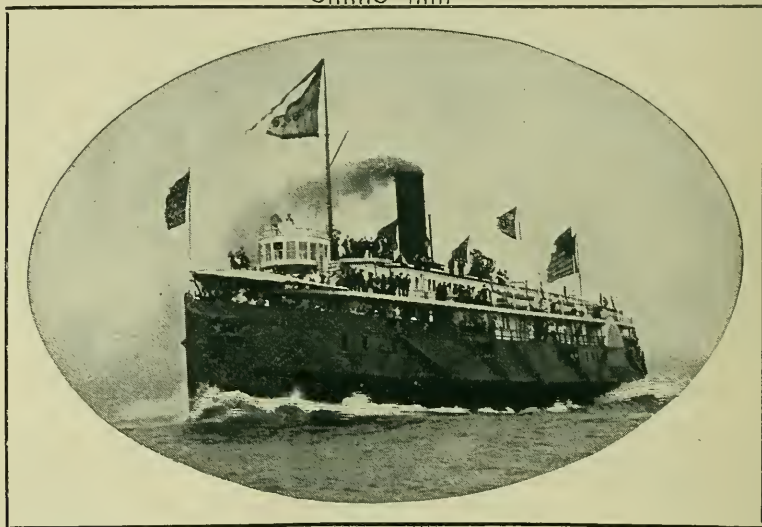
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Operating a Daily Line of
Magnificent Steel Steamers.



DAILY TIME TABLE.

Leave Buffalo,	✓	✓	9.00 p. m.
Arrive Cleveland,	✓		7.30 a. m.
Leave Cleveland,	✓		9.00 p. m.
Arrive Buffalo,	✓	✓	7.30 a. m.

(EASTERN STANDARD TIME.)

TICKETS SOLD and baggage checked to all Ohio, Indiana and south-western points. Our Steamers are the largest, handsomest and fastest on the Great Lakes and our service is unequalled.

Str. City of Buffalo,
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Between

Buffalo and
Cleveland

Office & Wharf:
Foot of Illinois Street,
Two Blocks East of Main.

Ins and Outs of Buffalo.

THE PARKS.



ABOUT thirty years ago an act of legislature was passed authorizing the selection and location of certain grounds for public parks in the city, and creating a board of commissioners to carry out the purposes of the act. Up to the first of January, 1900 the city has acquired 1065 acres of land

which is now represented by seven parks, nineteen miles of park driveways, and numerous minor places such as squares and triangles. These have been embellished by the erection of appropriate buildings, monuments, cannon, bridges and fences, by the planting of trees and shrubs which will flourish in this climate, and the building of necessary approaches, roads, bicycle and equestrian paths and walks. The public has had the freedom and use of these parks ever since their inception and to-day the commercial value is many times the original cost and much financial strength is thus added to the municipality.

In addition to these results, the increase of the value of property in the vicinity of the parks has, in consequence of their establishment, been such that it may be safely asserted that they have yielded to the city's treasury by taxation considerable more than they have cost. The thousands who visit the parks daily for health, recreation, and pleasure, show that the purposes for which they were established have been thoroughly appreciated.



IVY ARCH AT THE PARK.

Delaware Park.

PERHAPS the most popular of all the parks, and by far the largest and most beautiful is Delaware Park, or as it is

more commonly called "The Park." It is situated at the northern end of the city and has an area of 362 acres, 229 of which are devoted to the driving roads, meadow, picnic and excursion grounds, the remaining 133 consisting of an ornamental water piece or lake. Charming drives and lovely shady walks have been laid out, and the general features of the park beautified in tasteful manner. In addition to bicycling, there are golf, football and baseball grounds; also rowboats and small launches may be hired for use upon the lake by those who so desire. On Sundays and holidays especially, crowds of people frequent this spacious breathing ground to enjoy the beauties of nature and disport themselves to their hearts content.

South Park

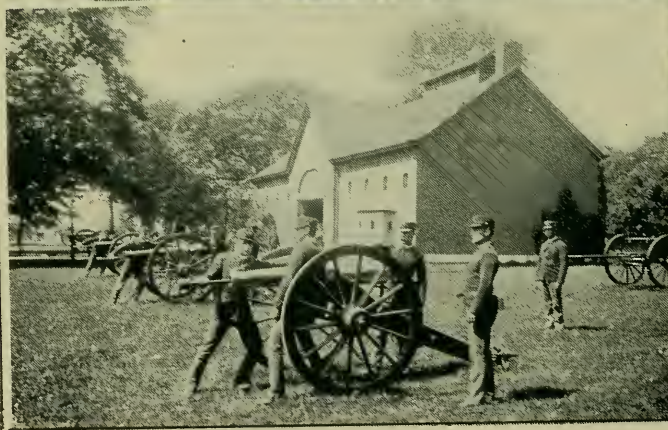
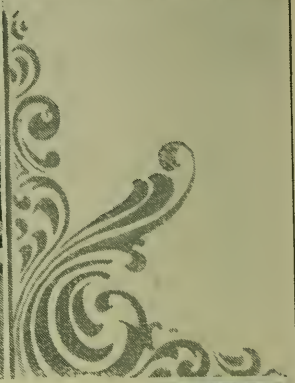
NEXT in extent of size is South Park with 155 acres. It is situated in the southern portion of the city, and may be reached

by the Bailey avenue cars. The principal feature of this park is its fine botanical garden which has been designed to show the wealth of the world's hardy and tropical flowers, and a complete collection of all the native hardy trees, shrubs, and herbaceous plants of this country. The propagating houses are continually crowded with plants, which are to be, for the most part, removed to the large new conservatory, completed in 1900, which is intended for the display of all the species of palms and tropical plants both of commercial and botanical interest. A handsome parkway connects the botanical gardens with Cazenovia and Heacock Parks.

Stony Point is a small park of only 22½ acres, and is also situated on the lake front about one mile and a half directly west from South Park.

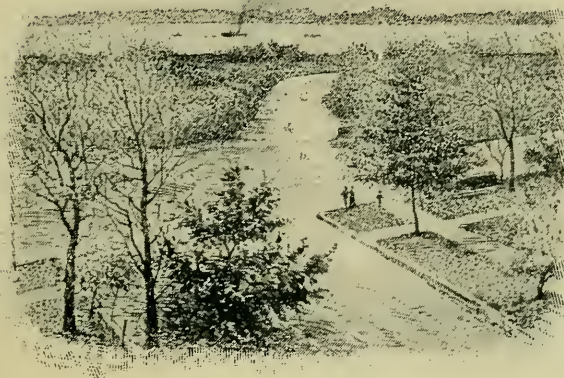
Cazenovia Park

HERE are 76 acres, located on Abbott Road. It may be reached by the parkway which, as already mentioned, connects it with the Botanical Gardens and Heacock Park, or by taking the Seneca street cars. The creek which passes through this park is known as the Cazenovia Creek; a bridge has recently been placed over it and fine approaches made thereto. Shelter and boat-houses will shortly be erected, and all conveniences arranged for those who wish to enjoy the pastimes of boating in summer and skating in winter. A complete drainage system has also been introduced which has much improved the condition of the roadways and drives.



SCENES AT FORT PORTER.

The Front



A VERY handsome park, though much smaller in size, being only 48 acres in extent. There is also a parade ground situated on a high bluff overlooking the river, and from which a very fine view of Lake Erie, Niagara river, and the Canadian shore may be obtained. Great numbers are attracted here during the hot summer evenings where the refreshing lake breezes may be enjoyed.

Fort Porter which is the United States military reservation adjoins the park lands, and is the headquarters of the 13th Regiment who have so actively participated in the Cuban and Filipino wars. Visitors may walk or drive through the entire circuit of these grounds with the exception of the guard house entrance and the officers' quarters. Reached by Niagara street cars to Porter avenue.

Humboldt Park

FORMERLY known as the Parade, now Humboldt Park, is another popular resort covering 56 acres. It is situ-

ated on Best street, near Genesee, and can be reached by Best street cars. This park is much frequented by people living on the East Side. Elaborate and beautiful designs for the improvement of this park have been carried out; electric lights with underground wires have been placed around the large basin and elsewhere to light up the paths across the park which have now become regular thoroughfares. A substantial band-stand has been erected, where concerts are given during the summer evenings.

One feature needs special attention, namely the wading pond, which is a large basin of water about 550 feet in diameter, having a sandy bottom, graduated from a few inches deep at the edge to three feet in the center. Here the children are permitted to wade to their hearts content, and while this affords the little ones much pleasure, it is also amusing for older people to witness the manœverings of the waders.

Another pond flushed by a large fountain, and still a third filled with water-plants of interest are attractions at Humboldt Park.

Riverside Park

LYING on the banks of Niagara River at the northern boundary of the city is a beautiful piece of land of about 23 acres, the latest addition to the city's pleasure grounds. With its prominent location overlooking the river, and the large islands in front of it, it presents a beautiful scene from any point on the westerly side of the park.

The drives through all of the parks are especially beautiful, the fine, smooth, well kept roads adding greatly to the pleasure. In most of the parks good refreshments may be had, and by the new system of connecting the parks, by fine boulevards and beautiful parkways, the visitor cannot spend a more delightful day than to make a tour of the whole circuit.

Driving Park

LOCATED on East Ferry street and Humboldt Parkway may be found what is known as the Driving Park or Fair Grounds. The Fair, however, is no longer held here, the exposition buildings having been destroyed by fire. The Driving Park Association own the property, and although a splendid trotting-track was maintained up till a short time ago, upon which some very fine records have been made, it has been allowed to fall into disuse and the races are now held at Fort Erie across the river. The Driving Park is now occasionally used for circuses, wild-west shows, and exhibits of similar nature, where extensive out-door space is required.

Central Park

IF DURING the visitor's stay in the city he should hear of this Central Park, be not led into delusive inquiries for this ambitious sounding locality. The land north of the Belt Line tracks on the west side of Main street has always been known as Central park, and was at one time used for recreation grounds, but as it is now laid out in streets and well built up as a residential section only, the name is quite a misnomer.

A Ride

ABOUT the best way to see the delightful park system, is to ride through the various parks, which are all connected by a perfectly well-kept boulevard; bicycle paths follow it most of the way, and by consulting the following page of distances, one may lay out a ride that will just about suit any desired time. Much of the city may be seen by a street-car ride, and a study of the map will enable one to locate any place of interest.

Allow time for stops at such places as the Zoo, Humboldt Park wading-pond, botanical gardens, etc.

Avenues, Parkways and Squares.

DIVISIONS AND DIMENSIONS OF THE PARKS.

	<i>Acres</i>		<i>Acres</i>
Gala Water, Delaware Park Lake	46½	The Front Play Green.....	7½
Water Border.....	86½	Terrace Concourse.....	3½
Water Park (west of Delaware ave. 133)		The Front Border, Sheridan Terrace.....	24½
The Meadow, inside circuit drive	122	New Lands, west of canal.....	12½
Meadow Border, outside circuit drive.....	107		
Meadow Park, (east of Delaware ave 227)		Total The Front.....	48
Total Delaware Park.....	362		
Humboldt Park Green.....	20	South Park, total.....	155
Humboldt Park House Plaza.....	4	Cazenovia Park, total	76
Humboldt Park Border.....	32	Stony Point, total	22½
		Riverside Park, total	22
Total Humboldt Park	56	Total area of all (seven) Parks..	741½

PARK APPROACHES.

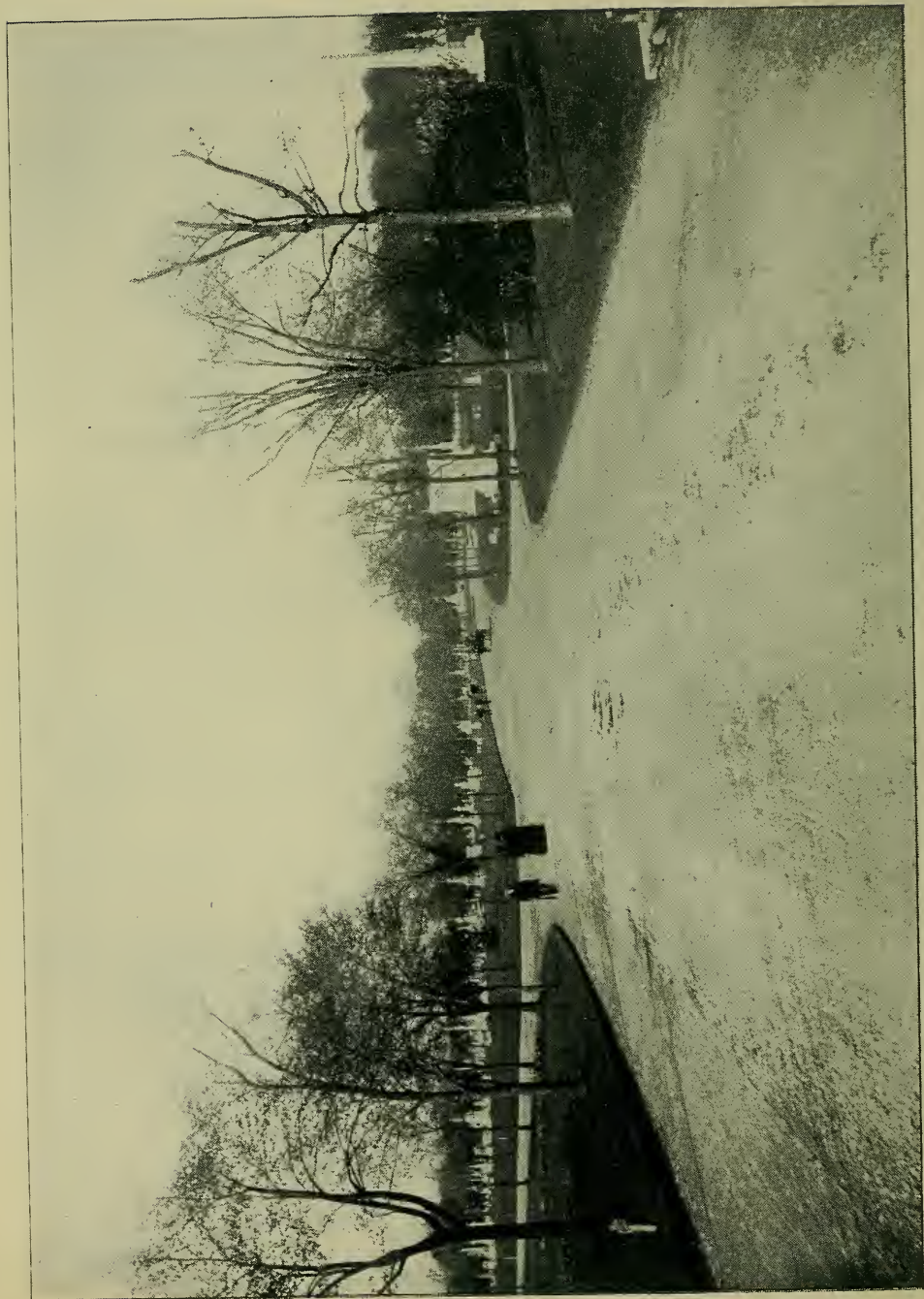
Humboldt Parkway	9,405 x 200 ft	Porter avenue	4,750 x 100 ft
Lincoln Parkway.....	1,965 x 200 ft	Jewett avenue	2,036 x 70 ft
Bidwell Parkway	2,323 x 200 ft	Front avenue.....	8,350 x 99 ft
Chapin Parkway	1,904 x 200 ft	Scajaquada Parkway.....	3,000 x 300 ft
Fillmore avenue	11,097 x 100 ft	Southside Parkway.....	11,600 x 150 ft
Richmond avenue	6,022 x 100 ft	Red Jacket Parkway	1,500 x 100 ft
Total area of park approaches, 206 acres.			

MINOR PLACES.

Prospect Park, two squares, each	594 x 281 ft	Day's Park	670 x 90 ft
Bidwell Place, square	510 x 465 ft	Johnson Place.....	487 x 94 ft
South Parkway Circle.....	500 ft. diam	Wadsworth Place.....	300 x 87 ft
Chapin Place, circle.....	500 x 420 ft	Lafayette Square.....	200 x 160 ft
Soldier's Place, circle.. ..	700 ft. diam	Masten Place.....	580 x 580 ft
Agassiz Place, circle	490 "	Porter Square	364 x 198 ft
The Circle.....	500 "	Market Square, two plots, each..	198 x 33 ft
The Bank	309 "	Heacock Place,	350 x 360 ft
Niagara Square.....	466 x 460 ft	Bennett Place.....	365 x 290 ft
The Terrace,	960 x 60 ft	Woodside Circle	500 ft. diam
Total area of minor places, 70½ acres.			

DISTANCES.

Seneca and Main streets, to Front Avenue, Sheridan Terrace, The Front, Massachusetts avenue	<i>Miles</i>
West Side approach to Delaware Park to the Boathouse	4½
Seneca and Main streets, by Main street, to City Line.....	6
Seneca and Main streets, by Delaware avenue, and Parkways, to the Park Boathouse.....	3¾
Seneca and Main streets, by Front avenue, to Lake View House at the Front.....	1¾
Band Stand at Front, by Massachusetts avenue to Delaware Park Boathouse.....	3
Humboldt Park, by Humboldt Parkway, etc., to Delaware Park Boathouse.....	3½
Humboldt Park, to Delaware Park Boathouse, to Band Stand at Front.....	6¼
Humboldt Park, by Best and North streets, to Band Stand at Front.....	3½
Niagara square, to Humboldt Park, by Genesee street.....	2½
Niagara square, to Lake View House, by Front avenue.....	1½
Niagara square, to Delaware Park Boathouse, by Delaware avenue, etc.....	3½
The Circle to Delaware Park Boathouse, by Richmond avenue, etc.....	2½
Circuit Drive around Delaware Park Meadow.....	2
Niagara Square to Cazenovia Park.....	4½
Niagara Square to South Park.....	5½
Cazenovia Park to South Park.....	1¾
South Park to Stony Point.....	1½



FOREST LAWN CEMETERY

Forest Lawn

THIS lovely spot is the largest and grandest result of efforts made to provide this great city with a suitable and satisfactory

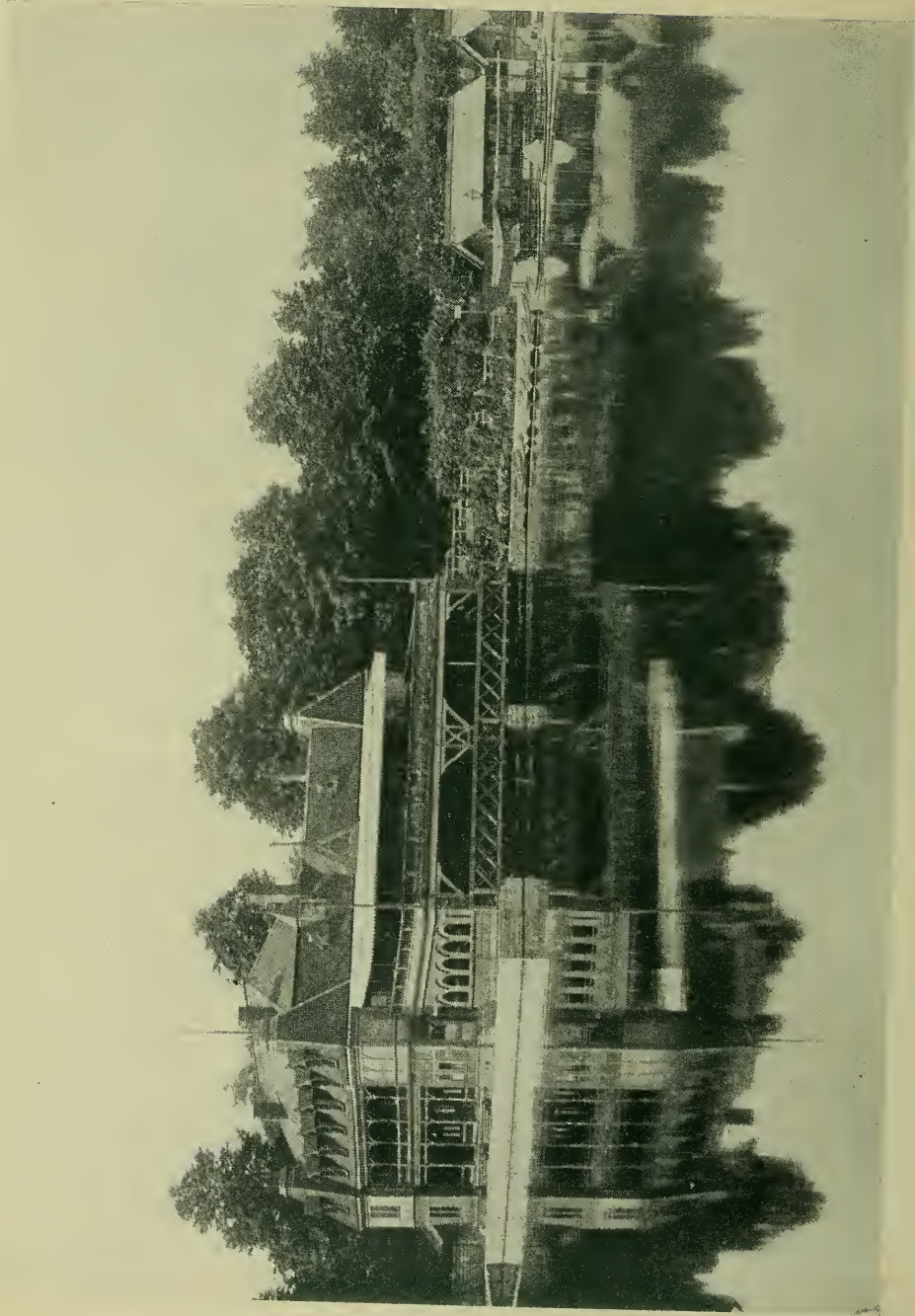
resting-place for her beloved dead. Its wide-spreading lawns and shady groves, its green valleys and sloping knolls, covering an area of 267 acres will not be fully peopled by its silent tenants for many years to come. It is owned by a stock company and is an incorporated trust. Improvements were begun in 1850 and after the formation and organization of the Buffalo City Cemetery in 1864 negotiations were made for further purchases of land from the Granger, Swartz, and Watson farms. These lots were made up of about equal parts of "forest" and "lawn," hence the name. Since the cemetery was first dedicated, improvements have gone rapidly forward until at present no more attractive and beautiful burial place can be found in the country.

Within its precincts are many costly and tasteful memorials erected to mark the last resting-place of the city's honored dead, and as the coming years follow one another, each adding to the silent population of the past, it will in all respects become a dearer and more hallowed sanctuary for the living. A little to the right from the Delaware entrance is the magnificent bronze statue of the famous Indian chief, Red-Jacket, (illustrated in the front part of this book) whose eloquence may still ring in the ears of the "white man" when he reads upon the sculptured granite base:

"When I am gone and my warnings are no longer heeded,
the craft and avarice of the white man will prevail.

My heart fails me when I think of my people so soon to be
scattered and forgotten."

This handsome monument together with other granite tablets in the foreground were erected through the munificence of the Buffalo Historical Society as a tribute to the memory of the last chiefs of the once powerful Seneca tribe. Other monuments worthy of inspection are the Blocher monument a little to the left of the Red-Jacket, a bell-domed chamber of Quincy granite with heavy plate-glass windows through which may be seen three beautiful life-sized statues of father, mother and son, the latter resting upon a couch with a guardian angel hovering above, the whole of this work, which is of the purest white marble, was sculptured in Italy, and is considered one of the finest private memorials in honor of the dead to be found anywhere in the country. The Dimick monument, and the Bliss obelisk 151 feet in height, are also on the same section as the Red-Jacket, and further on are others which the visitor will have no difficulty in recognizing from their imposing and massive appearance.



PARK LAKE BOATHOUSE.

Mention should here be made of the soldiers' monument in the Grand Army lot, with its beautiful chapel and conservatory; and the monument also erected to the memory of the old volunteer firemen who are gone, and in this peaceful city of the dead where over forty thousand sleep, are the lowly beds of many other heroes, as may be seen on Decoration day when thirty to forty thousand people visit its broad quiet grounds to decorate the last resting-place of all they once held dear.

It adjoins the Delaware Park and access may be had to it by the entrance from Main street, and also at the corner of Delaware and Delavan avenues, by the Cold Spring or Forest avenue street cars.

All visitors, whether in vehicles or on foot, must exhibit tickets of admission to the gate-keeper in order to be admitted. Such tickets can be obtained upon application at the office of the Association, 27 Erie County Bank building.

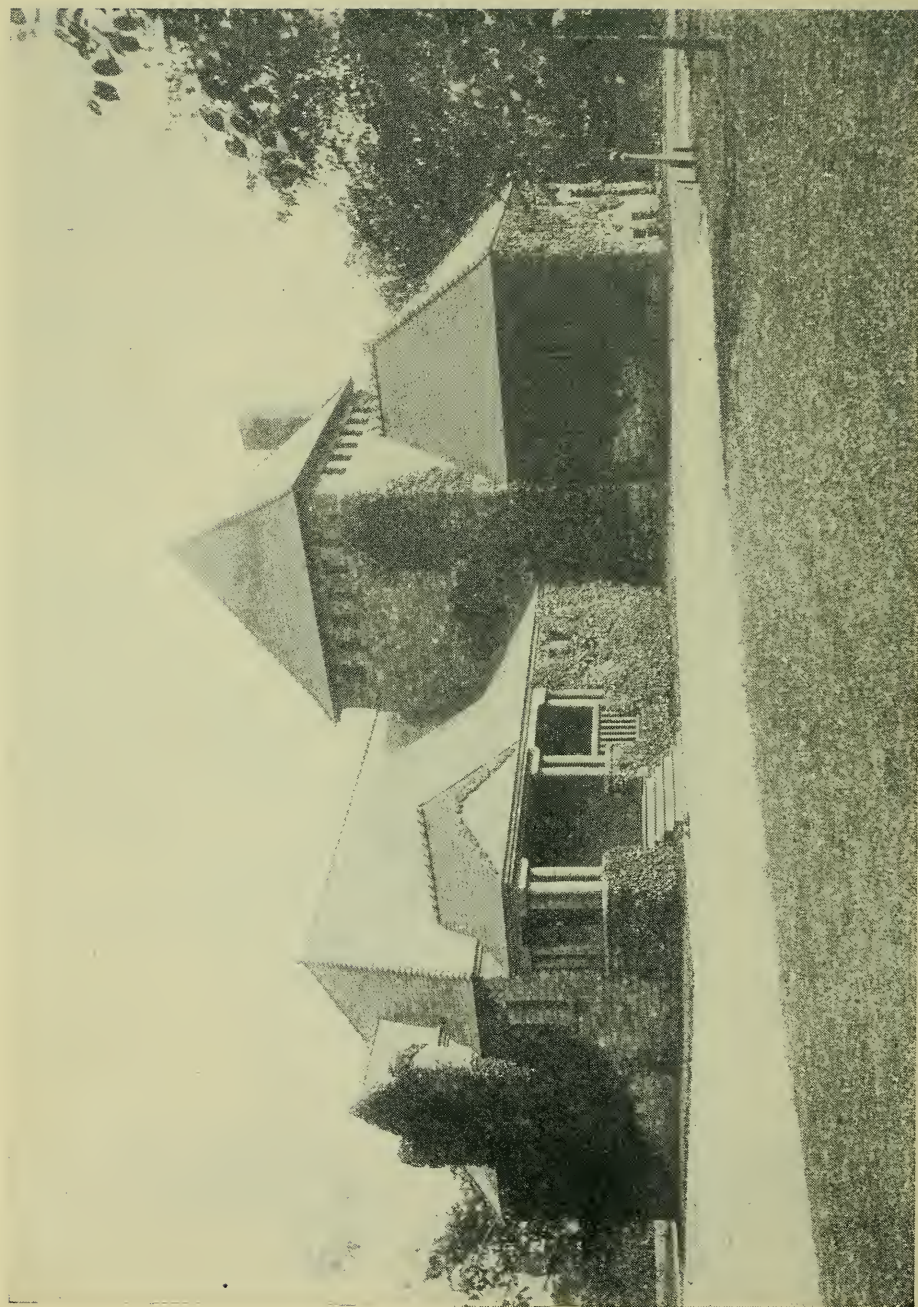
Holy Cross Cemetery

THIS is one of the principal Catholic Cemeteries and is situated at Limestone Hill, in the township of West Seneca,

not far from the city line. It contains a fine white granite chapel of the Gothic style, built in 1894. There are many handsome monuments in the grounds which are well worthy of inspection should the visitor be inclined to spend an hour or two in these beautiful precincts.

Other cemeteries, which space prevents us from particularizing, are as follows:

Beth Jacob Cemetery, Pine Hill.
 Black Rock German M. E., Hertel avenue, near Military road.
 Buffalo Private Cemetery, North street, cor. Best and Masten streets.
 Buffalo Cemetery, Pine Hill.
 Concordia Cemetery, Walden avenue, near Erie Junction R. R. crossing.
 Holy Mother of the Rosary Cemetery, Walden avenue, near City line.
 Holy Rest Cemetery, (German Lutheran) Pine Hill.
 Howard Foll, Limestone Hill, south of Holy Cross Cemetery.
 Lakeside Cemetery, between Hamburg and Athol Springs.
 Mount Hope Cemetery, Pine Hill.
 Reed's Cemetery, Limestone Hill, (full)
 Reservation Cemetery, near Old Indian Church, (full.)
 Ridge Lawn Cemetery, Limestone Hill.
 St. Adelbert's Cemetery, Pine Hill.
 St. Francis Xavier Cemetery, Niagara street, near City line.
 St. John's Cemetery, Military Road, near N. Y. C. & H. R. R. crossing.
 St. John's Church Cemetery, Pine Hill.
 St. Joseph's Cemetery, (R. C.) Main street, south of Erie County Almshouse.
 St. Matthew's Church Cemetery, Clinton street, near Buffalo creek.
 St. Stanislaus Cemetery, Pine Hill.
 Synagogue Bethel Cemetery, Pine Hill.
 Temple Beth Zion Cemetery, Pine Hill.
 United German and French Cemetery, (R. C.) Pine Hill,
 Zion's Church Cemetery, Pine Hill,



THE CREMATORY.

The Crematory

THIS beautiful little building is situated on West Delavan avenue just opposite Forest Lawn. It is owned by the Buffalo Cremation Company, Limited, which was incorporated in 1885. It is built of dark brown sand-stone, which is now considerably covered with English ivy. It is not unlike some quaint monastic chapel of mediæval age, in its style of architecture, but with its surroundings and well-kept lawns looks very picturesque. In addition to the necessary apartments for cremation, the building contains a neat little chapel where funeral services may be conducted. An exterior view appears on the opposite page. It may be reached by any of the Forest avenue cars.

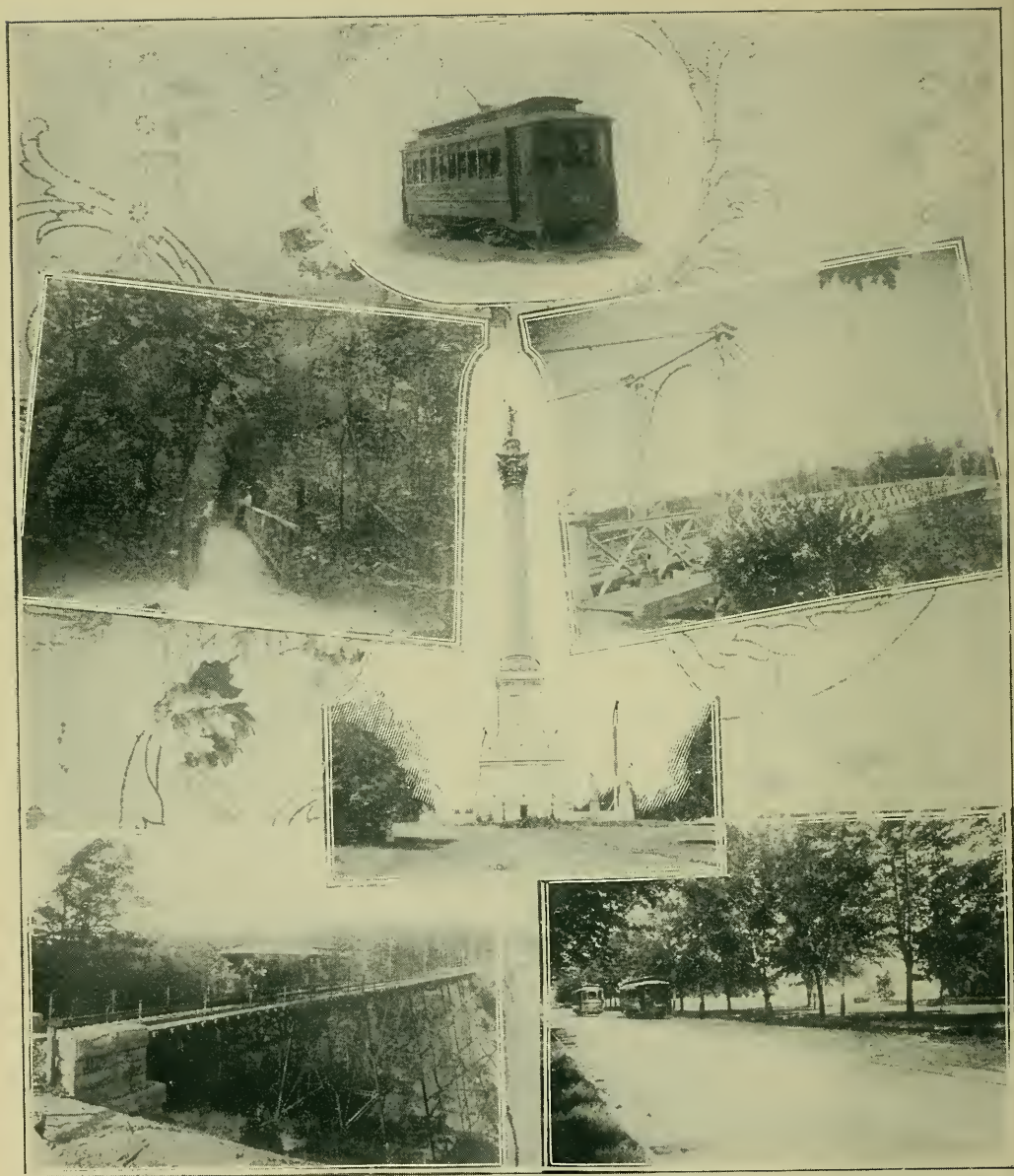
Short Railroad Trips

EITHER winter or summer trips to the ever wonderful Falls of Niagara and the beautiful scenery enroute, are attractions for visitors to Buffalo. Both steam and electric cars are running continuously. For description see article "Buffalo and Niagara Falls Electric Railway."

A trip around the city by the **Belt Line**, which is a double-track steam railroad operated by the New York Central Railroad, will give one a comprehensive view of the city's magnitude. Trains start from New York Central station on Exchange street, and make some twenty or more stops along the route. The round trip is made in three-quarters of an hour, and the fare between two stations or for the entire circuit is but five cents. The distance is about fifteen miles. Trains are running in both directions continually.

The trip to **Chautauqua** is a favorite one with people living in the western part of this state and Pennsylvania. Excursions by rail are frequently advertised during the summer; the trip from Buffalo occupying about three or four hours. Particulars of the attractions offered at this famous resort each year, may be had from the bulletins posted in the stations of the various transportation companies. The Erie and the W. N. Y. & P. Railways run excursions to Chautauqua generally once through the week and again on Sundays. This trip, which includes a boat ride the entire length of Lake Chautauqua, is one dollar on excursion occasions.

The trip to **Lockport** can be made by rail, or by trolley in the handsome and comfortable cars of the Lockport line, which makes the outing a very pleasant one. The regular round trip fare is seventy-five cents, but in summer, on certain days, excursion rates are only fifty cents.



NIAGARA FALLS ELECTRIC RAILWAY.

The above group are scenes along this most delightful ride. These cars connect at the Falls with the Niagara Falls Park and River Railway, the "Canadian Scenic Route" traversing the river's bank from the Falls to Queenston.

Excursions

DURING the season lasting from about the middle of May till the middle of October a large number of excursion steamers

constantly ply between Buffalo and the various ports and summer resorts along the lake shore and down the river. More than twenty different lines are engaged in this trade and the nearby resorts can also be reached by different lines of both steam and electric railroads. There are three choices of routes to Niagara Falls, the fare for which is generally fifty cents for the round trip or thirty-five cents for single fare.

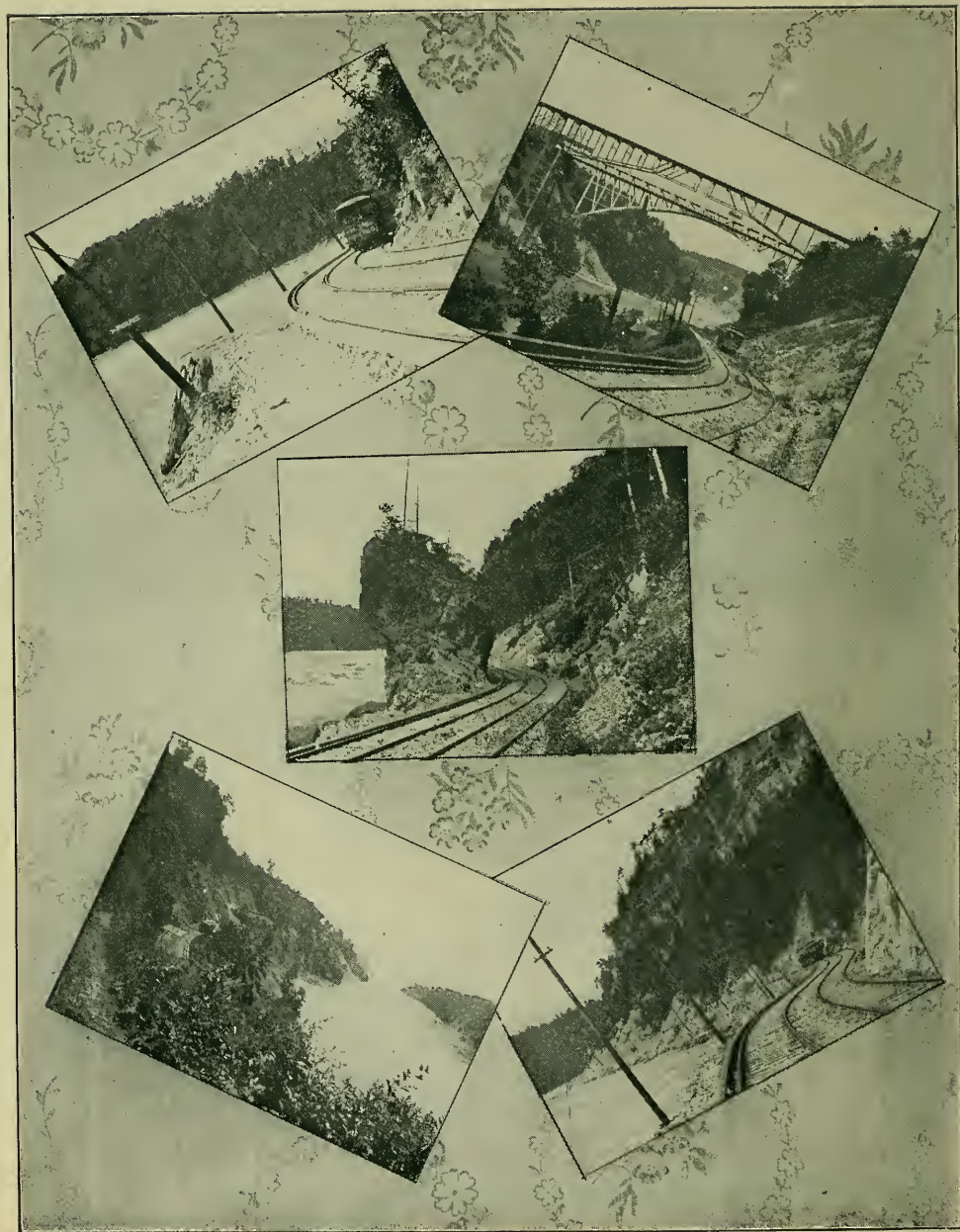
Other excursions are made at frequent intervals to Toronto, Rochester, Charlotte, Portage, Watkin's Glen, Thousand Islands, Adirondack Mountains, and numerous other places all of which are advertised in the daily papers. For short outings picnickers generally resort to the grounds set aside for that purpose in Delaware Park, The Front, Fort Erie, and Victoria across the river. Coaching parties are also a very popular way of taking a day's outing and some fine tally-hos may be rented by the day and a trip made along the boulevards all the way to Niagara Falls.

A cheap and pleasant excursion can be made from the foot of Main street up the Blackwell canal to the Tift farm, which will give an idea of the immense grain, lumber, coal and ore interests of Buffalo. Excursion boats may be taken up Lake Erie to Port Colborne where the Welland canal leaves Lake Erie; to Crystal Beach about ten miles up the lake on the Canadian shore, or down Niagara river, and around Grand Island. Return trip tickets cost from fifteen cents to fifty cents, according to distance.

Suburban Trolley Trips

SEVERAL of the trolley lines which connect Buffalo with many surrounding towns have charters enabling them to run their cars into the business portion of the city, while the balance of the lines herewith enumerated connect at the junction of the city line with the street mentioned. Of the former there are four companies whose service within the city is operated by the Buffalo Street Railway Company.

Buffalo & Niagara Falls Electric Railway, which traverses the Niagara frontier, passing through Tonawanda, North Tonawanda, Gratwick, Iron-ton, La Salle, Echota, to Niagara Falls. This trip is an exceedingly popular one and certainly one of the most delightful that can be had. Passing through the territory along the banks of the picturesque Niagara river, on



SCENES ALONG THE GREAT GORGE ROUTE,

through beautiful orchards, past the electric power plant to the brink of the mighty cataract itself at Prospect Park; the visitor could not wish for a more delightful and attractive outing than this. It is always a popular trip with Buffalonians during the summer season as well as to hosts of visitors from nearby sections. The cars are handsomely equipped with observation and smoking compartments, and the round trip may be made as far as Niagara Falls for 50c.

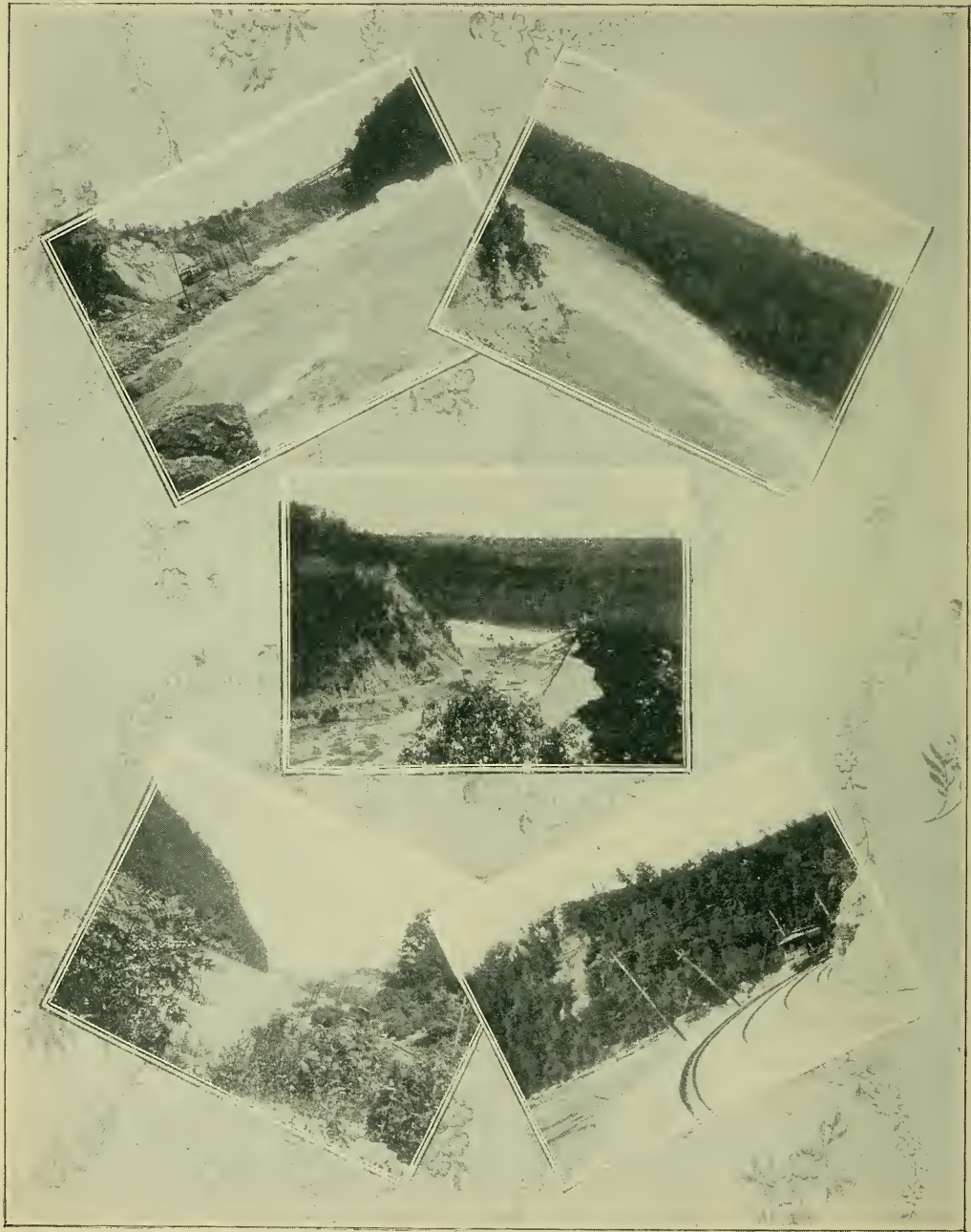
Connections may be made at Niagara Falls with the Niagara Gorge Railroad Company's line which runs through Niagara's "wonderland," following the edge of the mighty gorge which for countless ages has been gradually chiselled out by the gigantic force of Niagara's never ceasing flow—on to Lewiston.

"Great Gorge Route"

THE MOST magnificent scenic route in the world. This line is a marvel of skill and ingenuity in electric railway building; double-tracked its entire length and provided with every safety appliance known to modern railroad building, it is absolutely safe. One who simply views the Falls sees only a part of the wonders and beauties of Niagara.

Commencing at the Falls the most wonderful of river canyons, the Niagara Gorge is entered by a gentle grade on the side of the rocky gorge. Passing under the Cantilever Bridge and the New Steel Arch which span the river, the line reaches the lower level at the Whirlpool Rapids. The waters which have been slowly moving in solemn smoothness as though resting after their terrific leap, here rise like maddened horses and with irresistible forces are suddenly lashed into fury indescribable. It was in these rapids that the brave English swimmer, Captain Matthew Webb, on July 24, 1883, in a brave but foolhardy attempt to swim them, lost his life. Here also the first Maid of the Mist was at times almost entirely submerged in making her memorable and thrilling run to Lake Ontario.

Continuing down the gorge in full view of this mighty, raging torrent which is rushing madly onward, the wondering passenger is presently brought into full view of the Grand Whirlpool. The scene here presented is above all others the most awe-inspiring. This great basin, which lies at the foot of the high frowning walls which line the magnificent gorge, has been formed by the action of the restless rush of waters which for ages past have been swept against its granite walls. Here the river again rests awhile, circling around in sullen whirl. Huge floating logs are sometimes seen suddenly tossing their ends high in the air, to be sucked down only a moment later into the vortex of the maelstrom. It is a weird and uncanny place. All at once the waters find



SCENERY ALONG THE GREAT GORGE ROUTE.

their exit, and springing into motion afresh, set off again on their way to the sea. Following the course of the river, the car now slowly creeps around On-giara curve directly opposite to which on the Canadian shore is to be seen a most remarkable rock formation. Standing out in bold relief, as if by the hand of a sculptor, may be seen the bust of a human form, known as the 'Demon of the Gorge.'

Now the descent of the lower rapids is commenced. Along here are caves and many historic points. Among them the Devil's Hole, near to the wonderful giant rock, which stands like a silent sentinel: the rivulet of Bloody Run, where, in 1763 a company of British soldiers were ambushed at the top of the steep banks by a band of Seneca Indians. Out of ninety men but three escaped; the rest were either butchered or thrown over the cliff. So, still onward and downward in the valley, the cars follow the river. High on the Canadian heights towers the splendid shaft of Brock's Monument, erected by Canada to that brave English officer. Opposite on the American cliff are the ruins of old Fort Gray, whose earthworks beheld, in 1812, the battle of Queenston Heights. Between them has been erected a new suspension bridge, a graceful and substantial structure, replacing the first suspension bridge that ever spanned the Niagara Gorge, but which was destroyed by a severe storm in 1863.

Lewiston, the terminus of the Niagara Gorge Railway, is reached where tourists transfer to the steamers of the Niagara River Line, to continue their journey to Toronto or to return again by the "Great Gorge Route." The privilege to stop off at different points of interest is allowed.

Fare for the trip over the Gorge Route is fifty cents, round trip seventy-five cents from Niagara Falls.

Buffalo & Lockport Railway was opened for traffic during the year 1898 and is another of the lines contributing much to the welfare of the city, connecting it with some of the finest and most productive territory in western New York. The line runs from Exchange and Main and Florence streets, Parkside, Hertel, Kenmore, and Delaware avenues to Kenmore, Tonawanda, North Tonawanda, Martinsville, Hoffman, Pendleton Center, and Hodgeville to Lockport, the county seat of Niagara county. The regular round trip costs seventy-five cents. Special occasions at fifty cents.

Buffalo, Bellevue & Lancaster Railway runs along Main, Clinton and Washington streets to Broadway and City line, from there connecting Sloan, Forks, Cheektowaga, Bellevue, Depew, and Lancaster with the city.

Buffalo, Gardenville & Ebenezer line starts from the junction of Seneca street with the city line, and links these three places together.



D. S. MORGAN BUILDING.—See page 71.

Summer Resorts

IN ADDITION to the city parks, Niagara Falls, bicycle and race tracks, shooting ranges and golf links, there are no end

of nearby groves and beaches which form the most delightful and popular resorts during the summer months. Every day, as soon as the warm weather has set in, large crowds of picnickers, excursionists, and campers may be seen daily making for the docks, ferries and trains. Nearly all of the places enumerated have boating, bathing, and fishing facilities, and those of a more general public nature have the usual assortment of attractions, such as bowling alleys, merry-go-rounds, toboggan-slides, shooting galleries, and the usual paraphernalia necessary to coax dimes out of the pockets of both young and old. Several of these places are more of a quiet nature where families club together and spend a few weeks social outing in free and easy style. Dancing, card parties, etc., serve to while away the time in the pleasant summer evenings.

Crystal Beach is a resort which may be fairly called Buffalo's Coney Island, situated on the Canadian shore of Lake Erie, about ten miles from Buffalo. It can be reached by a line of steamers which run from the foot of Main street at frequent intervals during the season, or by the Grand Trunk Railway to Ridgeway, and from there by electric railway to the beach. The season generally opens about Decoration day, when the twin-screw steamer Puritan makes four trips a day, until about the middle of June, when two more steamers are brought into requisition.

In addition to a new pier, which will now prevent any overcrowding, many improvements have been made at the Beach, and in every part of the grounds. Amusements and attractions are provided for on a large scale. There is also good hotel accommodation, while boating, bathing, bowling, fishing and other numerous pastimes may be freely indulged in. It is a temperance resort, no liquor of any kind is sold there.

Crescent Beach is about one and a half miles above the Niagara boat landing and near the grove at Fort Erie. There are a number of cottages on the beach which is a beautiful stretch of sand about three-fourths of a mile in length and faces on Lake Erie.

Grand Island is a large island twelve miles in length by seven wide, situated in Niagara river, with its southern end about two miles from Buffalo and its northern end about three miles from Niagara Falls. There are a number of settlements on the island, including several schools and churches. The drive around the island following the shore line is very fine. On the east side of the island are the resorts of Eldorado, about ten miles down the river, and

Edgewater a few miles further. Ferries run between the latter place and Tonawanda. Another resort on the west side of the island and near its northerly end is Sheenwater. The Falconwood Company, a social club of about 100 members, has its quarters on this island, the club-house being on the south-west shore.

Lily Dale is a beautiful summer resort in the Chautauqua hills, six miles from Fredonia, and three from Cassadaga. The place is the headquarters of a spiritualistic organization which has been instrumental in building up the many attractions to be found there. Apart from this the social life during the season is everything that could be desired, the advantages offered being numerous. It is reached by train on the D. A. V. & P. Railway.

Niagara-on-the-Lake is one of the most fashionable and popular resorts to be found anywhere in the vicinity. The beautiful homes, hotels, gardens, etc., all testify to the growing popularity of this attractive place. It is situated on the Canadian shore, near the mouth of the Niagara river, just about opposite Youngstown, and may be reached direct by Michigan Central Railway, or trains can be taken to Lewiston where connection is made with the Toronto boats which also stop at Niagara-on-the-Lake.

Woodlawn Beach is another delightful spot situated on the American shore of Lake Erie some six miles from Buffalo. This is an exceedingly popular resort for Buffalonians. A trolley line runs regularly between the city and the beach, and several lines of railroad pass this point, which renders connection with it at all times convenient and pleasant.

Buffalo to Cleveland. The Cleveland & Buffalo Transit Company, or the "C & B" line run a daily line of steamers between Buffalo and Cleveland, a distance of 180 miles. The steamers are built of steel, have a capacity of 3,000 passengers, lighted with electric lights, and staunch in every respect. Speed twenty-five miles an hour. The steamers are very handsomely equipped. The trip is largely patronized, as is proven by the fact that the company has had to build two mammoth steamers, the "City of Buffalo," and "City of Erie" within the last three years. Taking a water journey between Buffalo and Cleveland when enroute to points south and southwest, the discomforts of a rail journey are avoided. Transportation costs \$2.50 one way \$4.50 round trip. Berths are extra and cost 75 cents to \$1.25, according to location. Meals are served on the European plan. Steamers leave Buffalo daily at 9:00 p. m., arriving at Cleveland the following morning at 7:30. Office and wharf foot of Illinois street two blocks east of Main street.

Clubs

THE LIST of these clubs shows to what extent the citizens of Buffalo favor all forms of physical, out-door and social

recreation. We herewith give a short description of the more prominent social and athletic clubs. Space prevents us from giving the others more than alphabetical mention.

The Country Club is a club with a limited membership of 150 male members. This being a family organization, members' wives and families participate in the rights and privileges of the club, which has a fine house and grounds occupying some twenty acres of land north of the Park. All sorts of sports and exercises are encouraged, there being also a fine polo ground, stables, and golf links, in connection therewith. Attractive features of the club are its annual polo tournament and horse show.

The Buffalo Yacht Club is the most important of its class, and owns a fine, commodious, three-story club-house, and anchorage at the foot of Porter avenue. It is fitted up with restaurant, reception rooms, smoking rooms, offices, etc., and on the third floor is a fine large dancing-hall. The club quarters are beautifully furnished, and lighted by electricity, the cost of the structure being about \$1300. It has a membership of considerably over 200; fees of entrance to which are \$25.00, with annual dues of \$15.00. There is quite a good sized fleet owned by the various members of the club, and the regattas which are held during the season are generally attended with great success.

Buffalo Club is the representative men's club of the city. It has over 400 members, and occupies a beautiful brown-stone building on Delaware avenue, at the corner of Trinity place. It is especially famous for its hospitality, and fine entertainments. There is a first-class restaurant in conjunction with the club, and social suppers are a special feature. The entrance fee is \$100 00, and an annual subscription of \$50 00 per member.

The Twentieth Century Club is situated at 595 Delaware avenue. It is a club for women exclusively, with a membership limited to three hundred. Its object is to advance the interests of education, literature and art. The club has a library of nearly one thousand volumes, a reading room, music room, coffee room, concert hall, and also a large central court, where, during the winter months, various musical and literary entertainments, are offered to the members.

The Ellicott Club, organized in 1895, is a down-town lunch club, and comprises about 500 of the foremost business and professional men of Buffalo. It occupies an elegant suite of rooms embracing nearly half of the tenth floor of the Ellicott square building.

Buffalo Saengerbund is an organization with a list of about 450 members, of whom seventy-two take active part in the direction of the society's affairs. The rooms are located on the second floor of Music Hall, in which the directors hold their meetings on the third Friday evening of each month. Rehearsals are given every Sunday afternoon at 4 o'clock, and also every Tuesday at 8 p. m., in the hall. The society was organized in 1853, and took a prominent part in the 50th anniversary of the North American Saengerbund at Cincinnati, and will also take a leading part in the Saengerfest to be held in 1901 at the Pan-American Exposition.

Teutonia Maennerchor is a singing society organized in 1882. It gives a series of three concerts every year for the entertainment of its passive members when professional artists are sometimes engaged. It holds its practices every Tuesday evening at 8:00 o'clock, and on Sundays at 2:00 p. m., in the Teutonia Hall, at 634 William street.

Following is a list of other clubs:

- Acacia Club, Masonic Temple.
- Amicus Club,
- Audobon Shooting Club, 2865 Main street
- Association of Cyclers Clubs
- Buffalo Polo Club, Park Meadows
- Buffalo Caledonian Curling and Quoiting Club, Sec'y 212 Delaware avenue
- Buffalo Baseball Association
- Buffalo High School Athletic Association, Buffalo High School
- Buffalo Canoe Club, foot of Hamilton street.
- Buffalo Wheeling Club
- Buffalo Turn Verein, National Hall, 385 Ellicott street
- Buffalo Gymnasium, Washington street
- Buffalo Colored Republicans League, cor. Clinton and Oak streets.
- Buffalo Whist Club, 545 Ellicott square
- Caledonian Curling and Quoiting Club, Rink, cor. North and Ellicott street
- Central Scheutzen Verein, 585 Broadway.
- Democratic General Committee, 320-25 Mooney-Brisbane building
- Eric County Bi-Metalic League, 785-93 Ellicott square
- Empire Athletic Club, Sec'y 379 Carlton street
- Graduates Association, Rooms 20th Century Club, 595 Delaware avenue.
- Humboldt Scheutzen Verein, cor. Fillmore and Woeppep avenues
- Independent Club, Ellicott square
- Idlewood Association, Lake View, N. Y.
- James Kennedy Baseball Club, 19 Main street
- Oddfellows Club, Temple cor, Main and Broadway
- Otewega Club, cor. Starin avenue and Linden street
- Olympic Athletic Club, 112-118 North Division streets
- Press Club, Mooney-Brisbane building
- Republican League, 755 Ellicott square
- Red Jacket Golf Club, Park Meadows

Theaters

BUFFALO supports at present several English and German theaters. Of the first the most popular are the Star and the Lyceum which as a rule provide a dramatic bill of fare, while Court street theater is principally devoted to the presentation of vaudeville. The Star has a seating capacity of about 1500 and the Court street about 1000.

Music Hall is a beautiful structure which arose from the ruins of a similar hall built in 1882-83. It is situated on a large tract of land at the corner of Main and Edward streets, which was formerly known as the old Walden estate, and purchased by the German Young Men's Association from the heirs of General Meyer. The corner-stone was laid March 5, 1883, and on July 16th following the Hall was opened by the German North American Saengerbund with their twenty-third Saengerfest.

On the evening of March 25th, 1885, the building was destroyed by fire, but popular subscriptions being at once started, in a few months a new hall was begun, which was completed in the fall of 1887. The cost of the present structure was \$200,000. It is built of brick and sand-stone, and is very handsomely designed. Besides a main hall with a seating capacity of 3,000, it contains a concert hall suited for lectures and entertainments of a smaller order. There are also the library and reading rooms of the German Young Men's Association, the parlors and practice rooms of several important musical societies, and in the front on the ground floor is a very fine restaurant.

Locations of above and other places of amusement are as follows:

Court street theater, 46 Court street.
 Empire, 261 Main street.
 Girard, Ellicott near Genesee street.
 Lyceum, 447 Washington street.

Music Hall, Main and Edward streets.
 Shea's Garden theater, Pearl nr. Niagara
 Star, Mohawk and Pearl streets.
 Wonderland, 247 Main street.

Surrounding Towns

OUTSIDE the city there are many small towns towards which this great metropolis is yearly drawing nearer and must in due course of time absorb. Chief among these are the two Tonawandas, situated about ten miles to the north and just at the point where the Erie canal leaves the river. These towns cojointly claim to be the greatest center of the lumber trade in the world. Something over a billion feet of lumber is handled at these two ports yearly, consequent upon which, large manufacturing establishments in this and also in the iron trades have sprung into existance, contributing greatly to the thriving progress and prosperity of their inhabitants. The population is a little over 10,000.



GERMAN INSURANCE BUILDING.—Cor. Main street and Broadway.

Further beyond at a distance of twenty-three miles from Buffalo is the city of Niagara Falls, which, during late years, has progressed rapidly. This place, with its 20,000 inhabitants, owes much of the present and future progress to its proximity to the Falls thus enabling it to utilize the immense volume of power, which is now being generated, and will be greatly increased from year to year, drawn from the mighty cataract and conveyed to the large manufacturing establishments for the use in their respective products. The large railroad companies have also contributed much to the growth of this city. (See Niagara Falls.)

To the east of Buffalo lie the suburbs of Cheektowaga and Depew. The latter place is becoming a thriving and rapidly growing town. Here are located the car shops and other railroad works and yards of the world-famous Wagner Palace Car Company, and the equally celebrated New York Central Railroad. This town was founded in 1892 by the latter company as a suitable place for the erection of the yards and vast workshops necessitated by their enormous business. It was named after the very popular president of that great institution, the Hon. Chauncey M. Depew, and is modeled much on the same lines as the town of Pullman, Illinois. The site was originally one hundred acres, which is now occupied by the homes of the company's employees and numerous workshops.

On the south of Buffalo is West Seneca, also a manufacturing and residential town. This town and also Cheektowaga are the seats of some considerable manufacturing establishments, most of which have branches and salesrooms in Buffalo.

Crossing the international bridge from Black Rock, which as previously stated is now a part of the city of Buffalo, there are the little Canadian settlements of Victoria and Bridgeburg. Just across the Niagara river and along both shores of Lake Erie, within but short distances from Buffalo, may be found many little residential settlements and summer resorts.

Following is a list of the places within a short distance from Buffalo:

<i>Miles</i>	<i>Miles</i>	<i>Miles</i>	<i>Miles</i>
Alden.....16	Derby.....19½	Jewetville.....17½	Niagara Falls.....23
Angola.....22½	East Aurora.....17	Kenmore.....5	North Evans.....19
Athol Springs.....10½	Ebenezer.....8½	Lakeview.....16½	Pine Hill.....5
Bay View.....8	Echota.....19	Lancaster.. ..10	Springbrook.....12½
Blaisdell.....7½	Eggertsville.....7	La Salle.....17	Tonawandas (2).....10½
Bowmanville.....10½	Gardenville.....7	Lewiston.....24	Wendlings.....8½
Cheektowaga.....6	Grand Island.....7	Limestone Hill.....5½	West Seneca.....5½
Clarence.....18	Gratwick.....11½	Lockport.....25	Williamsville.....9½
Depew.....10	Hamburg.....13	Marilla.....17½	Woodlawn Beach.. 8½

Places of Worship

ALMOST every known creed and religious faith is represented in the two hundred and forty recognized churches, temples, chapels, and missions, which are distributed over the whole area of the city. Surely there was never a time when so many christianizing and charitable influences have been at work for the uplifting and elevation of the masses of downtrodden humanity as during the present time. When it is contemplated what an immense amount of wealth and care and devotion have been expended to obtain these results, no finer argument can be furnished for endorsement of the widely spread benefits, due to the advancement of Christianity. We herewith append a short description of a few of the most prominent cathedrals, churches and temples. For the others we simply append the names and locations.

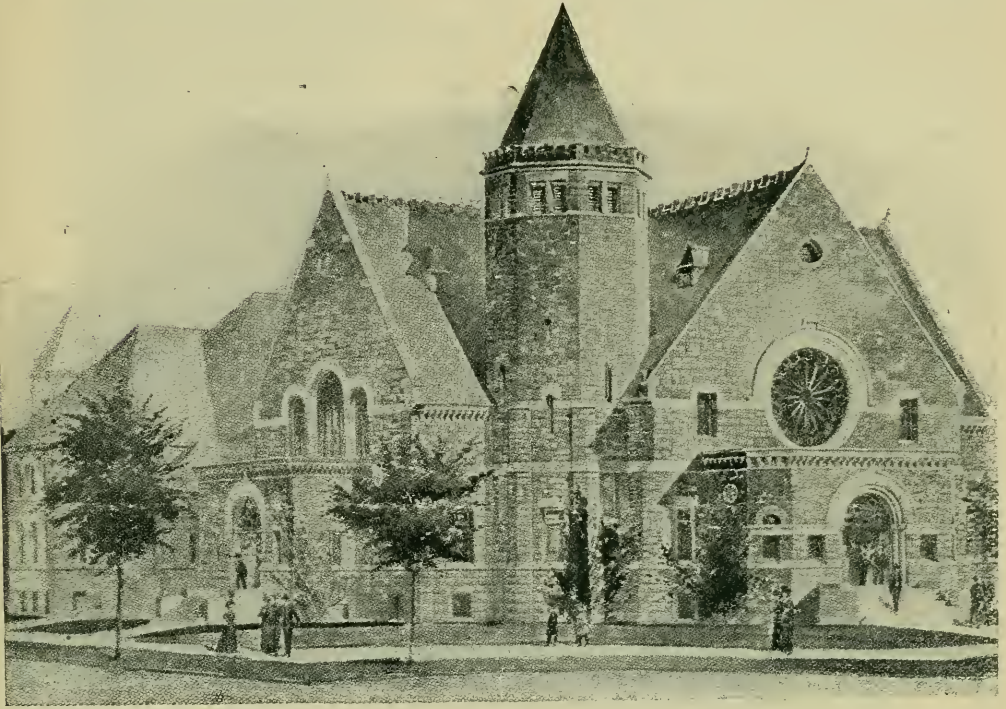
Niagara Square Congregational

SOME-TIMES known as the "People's Church" is a down-town church situated on Niagara square, a delightful breathing spot in the heart of the city, just across from the old President Fillmore mansion and the Central High School. It is a substantial brick structure.



Used first by the Free Baptists, it was purchased in 1880 by the newly organized First Congregational Church. The first church moved up-town in 1889, when Mrs. R. W. Bancroft bought the building and gave it to the New York Home Missionary Society to be used in the interests of

the denomination. The present organization, started in 1890, serves under this provision, and is a flourishing institution, affording a religious centre for the masses.



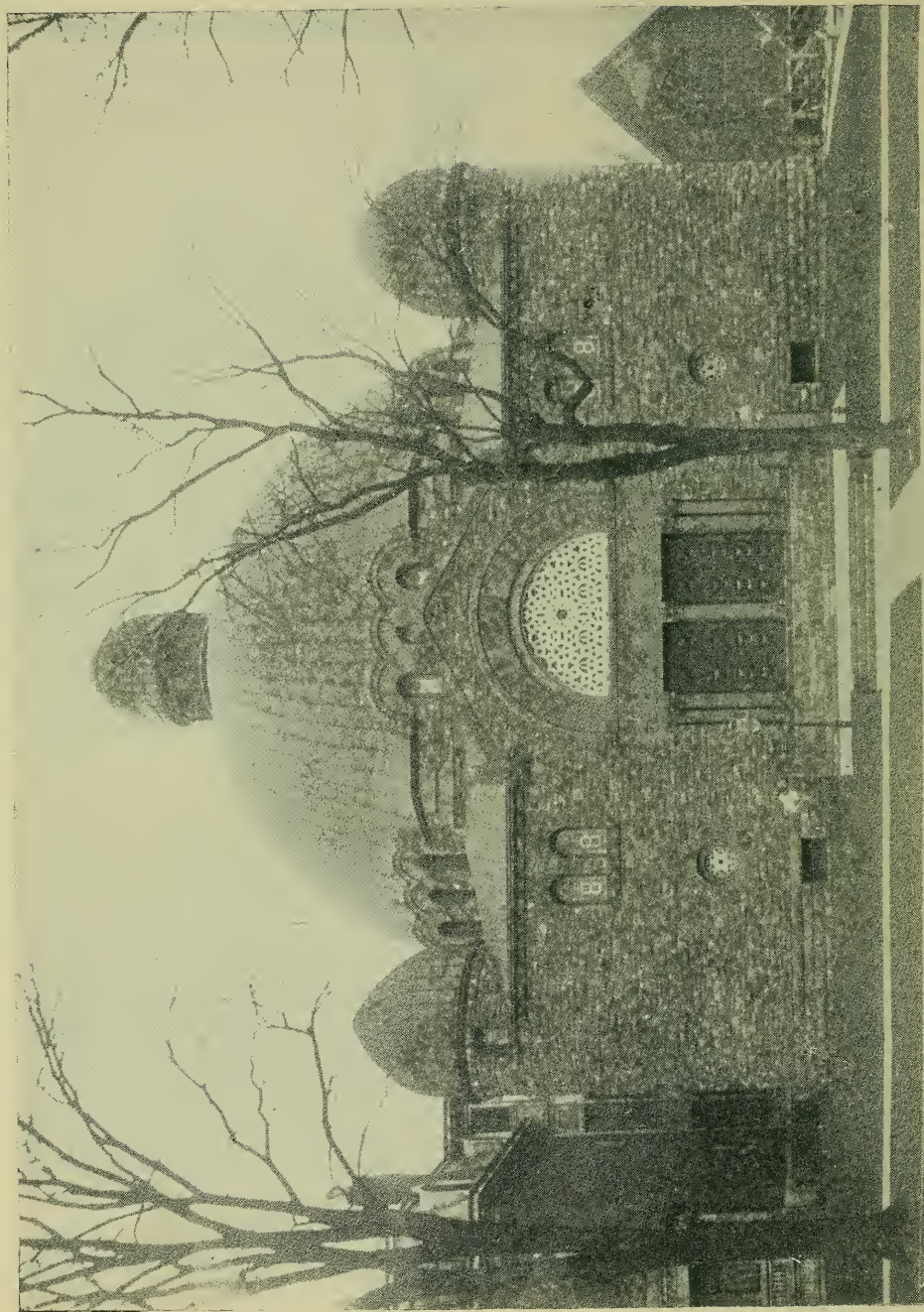
Richmond Avenue M. E. Church



AMONG the prominent churches of this denomination, the illustrated is one of the youngest, yet one of the strongest

in the city. It is located at the corner of Richmond avenue and West Ferry street; was organized in 1885, and the corner-stone of the first little wooden chapel laid August 9th, of the same year. Within a single decade, it outgrew several additions to the original building, and in March, 1898, the present beautiful temple was dedicated. The seating capacity of the auditorium is about 1200, being octagonal in shape, covered by a beautifully decorated dome.

The society numbers about seven hundred members, with one of the largest Sunday schools in the country, having a membership of over eleven hundred pupils, with an average attendance of about eight hundred. Being located in a residential section, it is naturally a home church, and visitors to the city will find a cordial welcome, a beautiful structure and a pleasant place to worship, while stopping in Buffalo.



TEMPLE BETH ZION

Temple Beth Zion

THE present temple was built in 1890, of Medina brown stone, Byzantine architecture, with Romanesque features and ornamentations. It has the largest wooden dome in America, the interior frescoing of which is famed for its artistic taste and symmetry. Temple Beth Zion stands for the modern progressive spirit of Judaism, and tablets placed upon its walls by St. Paul's Episcopal and Delaware Avenue Baptist congregations as grateful testimonials, evidence the catholicity of spirit of this society. Regular services are conducted here at 10:00 a. m. and 7:30 p. m., on Saturday, the Jewish Sabbath, to which the public are welcome.



First Presbyterian Church

ON "THE CIRCLE" stands the present church edifice, built in 1890. It is built of Medina sand-stone. Its tall steeple can be seen from almost any part of the city. Its audience room is similar, in form, to that of St. Mark's, in Venice. The history of this church is nearly contemporaneous with that of Buffalo. It was organized in 1812 with nineteen charter members of different denominational preferences; but the little band was scattered by the burning of Buffalo in 1813. They re-assembled in 1815.

It has properly been named the "mother church," since most of the other religious organizations, for forty years, were off-shoots from it.

First Church of Christ, Scientist



THE pretty grey stone church on Jersey street, between Prospect and Fargo avenues, illustrated here, has the distinction of being the first church edifice owned by the Christian Science denomination in the state of New York. Visitors are always welcome at its services, Sunday at 10:30 a. m., and 7:45 p. m., and Wednesday night to testimonial meeting at 8:00 o'clock. It is the present home of First Church of Christ Scientist in Buffalo, but the congregation having outgrown it, a large and beautiful temple is about to be erected on North street at the corner of Elmwood avenue, where the Buffalo Institute of Christian Science is located, and where the public reading room of this church is now established,



which is open to visitors daily, Sundays excepted, from 9:00 a. m., to 5:00 p. m., with Scientists in attendance.

St. Paul's Cathedral is the cathedral church of the Episcopal Diocese of western New York and is one of the oldest at present in the city. It was built in 1850 and some twenty years later a spire was added, whose top is 268 feet from the pavement. The church is built of red sand-stone and is situated in the triangular space formed by the junction of Pearl, Church, and Erie streets with the rear of the edifice towards Main street. It is prominent in our illustration on page 26.



Delaware Avenue Baptist Church

LOCATED between Bryant and Utica streets, on the avenue. It is considered to be one of the finest churches in the country; built of Medina red sand-stone, with two towers, the highest on the southeast corner. The corner-stone was laid in 1894, and the main audience room was occupied in December 1895. This room is conceded to be, including its baptismal fount, as beautiful an auditorium as can be found anywhere. The building and the lot cost in the neighborhood of two hundred thousand dollars. Located as it is in a most beautiful section of the city and easy of access by the Utica street cars to Delaware avenue, it offers a cordial welcome to visitors.

Names and Locations of Churches



BAPTIST.

Bouck ave. Lafayette ave., and Tryon pl.
 Calvary, Alamo Hall, Abbott R'd cor Triangle
 Cedar street. South Division and Cedar sts.
 Dearborn st. Dearborn, near Hamilton sts.
 Delavan ave. 780 Delavan avenue
 Delaware ave. Delaware ave., near Utica
 Ebenezer German. Metcalf nr. Clinton st
 Emanuel. 259 Rhode Island street
 Fillmore ave. 46 Fillmore avenue
 First Baptist. North street, near Main
 First Free Baptist. Hudson, near Fargo
 First German. 47 Spruce street
 First Polish. 680 William street
 Glenwood ave. Glenwood ave. cor. Purdy
 Michigan st. (colored) Michigan street
 Parkside. Vernon, near Main
 Pilgrim. Hunt ave. cor. Gallatin avenue
 Prospect ave. Georgia st. and Prospect ave
 Reed Memorial. William street, near Coit
 Second Free Baptist. Ferry and Grant sts
 Second German. Hickory, nr. Genesee st
 Third German. Mulberry and High sts
 Walden ave. Walden avenue

BAPTIST CHAPELS.

Bush. Jefferson and Superior sts
 Herman st. (German) Herman st
 Maple st. Maple and Virginia sts
 South Side. Triangle st., nr. Abbott rd
 Trenton ave. Trenton ave. nr. Virginia st

CATHOLIC.

Annunciation. Lafayette ave. and Grant st
 Church of the Sacred Heart. 690 Seneca st
 Holy Angels. Porter and Fargo aves
 Holy Name of Jesus. 1947 Bailey avenue
 Immaculate Conception. 146 Edward st
 Our Lady of Perpetual Help. Louisiana st
 Seven Dolors. cor. Genesee and Rich sts
 St. Agnes. Benzinger st
 St. Ann's. Broadway and Emslie st
 St. Boniface. Mulberry, near Carlton st
 St. Bridget's. Louisiana and Fulton sts
 St. Columbkil. 429 Eagle street
 St. Francis Xavier. 157 East street
 St. John the Baptist. Hertel ave., and East
 St. Joseph's. Main st., near Almshouse
 St. Joseph's Cathedral. Franklin-Swan sts
 St. Louis. Main and Edward sts
 St. Mary's. Broadway and Pine st
 St. Michael's. 651 Washington st
 St. Nicholas. Utica and Welker sts
 St. Patrick's. Emslie and Seymour sts
 St. Peter's. Washington and Clinton sts
 St. Stephens. Elk street, near Smith st
 St. Teresa. Cazenovia st, near Seneca st
 St. Vincent's. Main st., near Humboldt pky.

CATHOLIC CHAPELS.

Blessed Sacrament. 1025 Delaware st
 Convent of the Good Shepherd. 485 Best st
 Deaf Mute Asylum. 2269 Main st
 German (R. C.) Orphan Asylum. Dodge st
 Lady of Mercy. on the island
 Mt. St. Joseph Convent. 2100 Main street
 Providence Asylum. 2115 Main street
 St. Clement's. Grider st., and Sussex ave
 St. Francis Asylum. 337 Pine street
 St. Mary's Foundling Hospital. 126 Edward st
 St. Vincent's Asylum. 1313 Main street
 Working Boys Home. 35 Niagara square

CATHOLIC, ITALIAN.

St. Anthony of Padua. Court-Morgan sts

CATHOLIC, POLISH.

Church of the Assumption. 347 Amherst st
 St. Adelbert. Stanislaus st., and Rother av
 St. Casimer. Clinton and Beer sts
 St. John Kanty. Broadway and Swinburne
 St. Stanislaus. Peckham and Wilson sts
 Transfiguration. Sycamore and Mills sts

CHURCH OF CHRIST. (Disciples)

Forest ave. Forest ave., and Danforth st
 Jefferson st. Jefferson st., near Utica st
 Richmond ave. Richmond ave., Bryant st
 Thompson st. Thompson and Hamilton sts

CHURCH OF CHRIST, (Scientists)

First. Jersey st., and Prospect ave
 Second. 597 Delaware avenue
 Third. 135 Linwood ave

CONGREGATIONAL.

First. Elmwood ave. and Bryant st
 Fitch Memorial. Clinton and Fenton st
 Peoples. Niagara square
 Pilgrim. Richmond ave., and Breckinridge
 Plymouth. Military road and Groat street

EPISCOPAL.

All Saints. Main and Utica streets
 Ascension. North st., and Linwood ave
 Grace Church. Niagara and Penfield ave
 Good Shepherd. Main st. and Jewett ave
 St. Andrew's. Goodell st., near Michigan st
 St. Barnabas. Riley st. and Roehrer ave
 St. James. Spring and Swan sts
 St. John's. Bidwell pky and Lafayette ave
 St. Luke's. Richmond ave., and Summer st
 St. Mark's. Dearborn st., near Amherst st
 St. Mary's-on-the-Hill. Niagara and Vermont
 St. Paul's Cathedral. Erie and Pearl sts
 St. Thomas. 401 Elk street
 Trinity Church. Delaware, near Tupper

EVANGELICAL ASSOCIATION.

First Church.....Spruce and Virginia sts
Rhode Island.....Rhode Island, near 18th st
Second.....86 Krettner st
St. Paul's.....Grape st., above Virginia st

EVANGELICAL. (German)

Bethlehem.....Genesee st and E. Parade ave
Emanuel.....480 Hickory street
German Frieden.....Eagle and Monroe sts
Johannes.....Amherst and Dearborn sts
Lucas.....Richmond ave., and Utica st
Matthaeus.....Swan and Hagerman sts
Salen.....Calumet place and Garfield st
St. Jacobs.....Jefferson st., near High st
St. Peter's.....Genesee and Hickory sts
St. Stephens.....Peckham and Adams sts
Trinitatis.....Gold st., near William st
United Bethania.....Eaton st., near Masten st
United St. Marcus.....395 Oak street
United St. Paulus.....496 Ellicott street

EVANGELICAL. (Lutheran)

English Churches.

Atonement.....Eagle st., near Jefferson st
Calvary.....Dodge and Ellicott sts
Holy Trinity.....Ellicott and Tupper sts
Redeemer.....Elmwood and Highland aves
Zion's.....Ferry and Nineteenth sts

German Churches.

Christ.....Broadway, near Fox st
Concordia.....Northampton, nr. Jefferson st
Emmaus.....Southampton, nr. Masten st
German Lutheran Trinity.....Goodell-Maple
Gethsema.....Goodyear st. nr. Fillmore ave
Grace.....Carlton and Rose sts
Holy Trinity.....Michigan, nr. Genesee st
Immanuel.....1194 Lovejoy st
Redeemer.....Doat st., nr. Bailey ave
St. Andrew.....Sherman and Peckham st
St. John.....Hickory st., nr. Broadway st
St. Paul's.....Scoville ave. nr. Clinton st
Sweedish Trinity.....Spring st., near Broadway
Tabor.....Leroy st., nr. Fillmore ave
Zion's Scandinavian.....Alexander-Harlow sts

EVANGELICAL REFORMED

German.

Emanuel.....Humboldt pky. and Utica st
Jerusalem Society.....43 Miller ave
Salem.....413 Sherman st
St. Pauls.....Duerstein ave
Zions.....Lemon st. nr. Virginia st

FREE METHODIST.

First.....Virginia and Tenth sts
North Side.....Logan st. nr. Cross cut junc.
Second.....175 Potomac avenue

JEWISH.

Ahavas Sholem.....Jefferson, nr. William
Ahavath Achim.....Jefferson st
Anshe Lebowiz (Chasidim).....Pratt st

Beth el Synagogue.....71 Elm street
Beth Jacob.....Clinton and Walnut st
Brith Israel.....166 Lutheran st
Brith Sholem.....Pine st. near William st
Hickory St. Synagogue (Chasidim)
Temple Beth Zion.....Delaware ave. nr. North

METHODIST EPISCOPAL.

Asbury.....Pearl and Chippewa sts
Central Park.....Beard and Wesley avenues
Clinton.....Clinton st. nr. Babcock st
Delaware avenue.....Delaware cor. Tupper
First African (colored).....Vine st. nr. Oak st
First German.....179 Mortimer
Grace.....Michigan st. nr. N. Division st
Hampshire.....Hampshire st. and Normal av
Kenmore.....at Kenmore on Delaware ave
Kensington.....Shawnee and Marigold aves
Linwood.....W. Utica st. and Linwood ave
Lovejoy.....Lovejoy, nr. Bailey ave
Metcalf.....Metcalf, nr. William st
Ontario.....Tonawanda and Ontario sts
Plymouth.....Jersey st. and Plymouth ave
Richmond ave.....Richmond ave. and Ferry
Ripley Memorial.....325 Dearborn ave
Riverside.....Bird and West avenues
Second German.....East st., nr. Hamilton st
Seneca st.....Seneca st. and Impson st
Sentinel.....Howard and Monroe sts
St. Marks.....Elk, near Hamburg st
Summer ave.....Summer ave., nr. Walden ave
Third German.....Northampton-Masten sts
Woodside.....Abbott rd. nr. Cazenovia st

PRESBYTERIAN.

Bethany.....Fifteenth st., nr. Vermont st
Bethesda.....Stanton street
Bethlehem.....Hoyt st. and Bird ave
Calvary.....Delaware ave., nr. Tupper st
Central.....Genesee and Pearl sts
Christ Church.....Laurel-Masten sts
Church of the Covenant.....E Ferry-Michigan
East.....509 North Division st
First.....Pennsylvania and Wadsworth sts
First United.....Richmond ave. Summer st
Lafayette ave.....Elmwood-Lafayette aves
Lebanon Chapel.....Fillmore ave., Sycamore
North.....Main st., nr. Chippewa st
Park.....Main st., and Leroy ave
Redeemer.....Elmwood and Highland aves
Second United.....Swan and Chicago st
South.....Seneca and Juniata sts
Walden ave.....Walden and Koons ave
West ave.....Ferry st. and West ave
Westminster.....Delaware ave., nr. Summer

UNITARIAN

Ch. of Our Father, Delaware ave. nr. Huron
Parkside.....

UNIVERSALIST

Grace.....Chenango and Ferry sts
Messiah.....North and Mariner sts



BUILDERS' EXCHANGE.—See page 66.

Benevolence and Philanthropy

BESIDES the long list of institutions herewith appended there are innumerable benevolent societies and organizations all of which devote their time and energies to the amelioration of distress and woe so prevalent in all large crowded cities. It will give the reader a very fair idea of the vast magnitude of work that is constantly going on if he but takes time to carefully scan the array of charitable and generous-hearted bodies which we here enumerate. Probably the two largest in the city are the Charity Organization Society and the Charity Church Foundation, both of which maintain many places mentioned in our list.

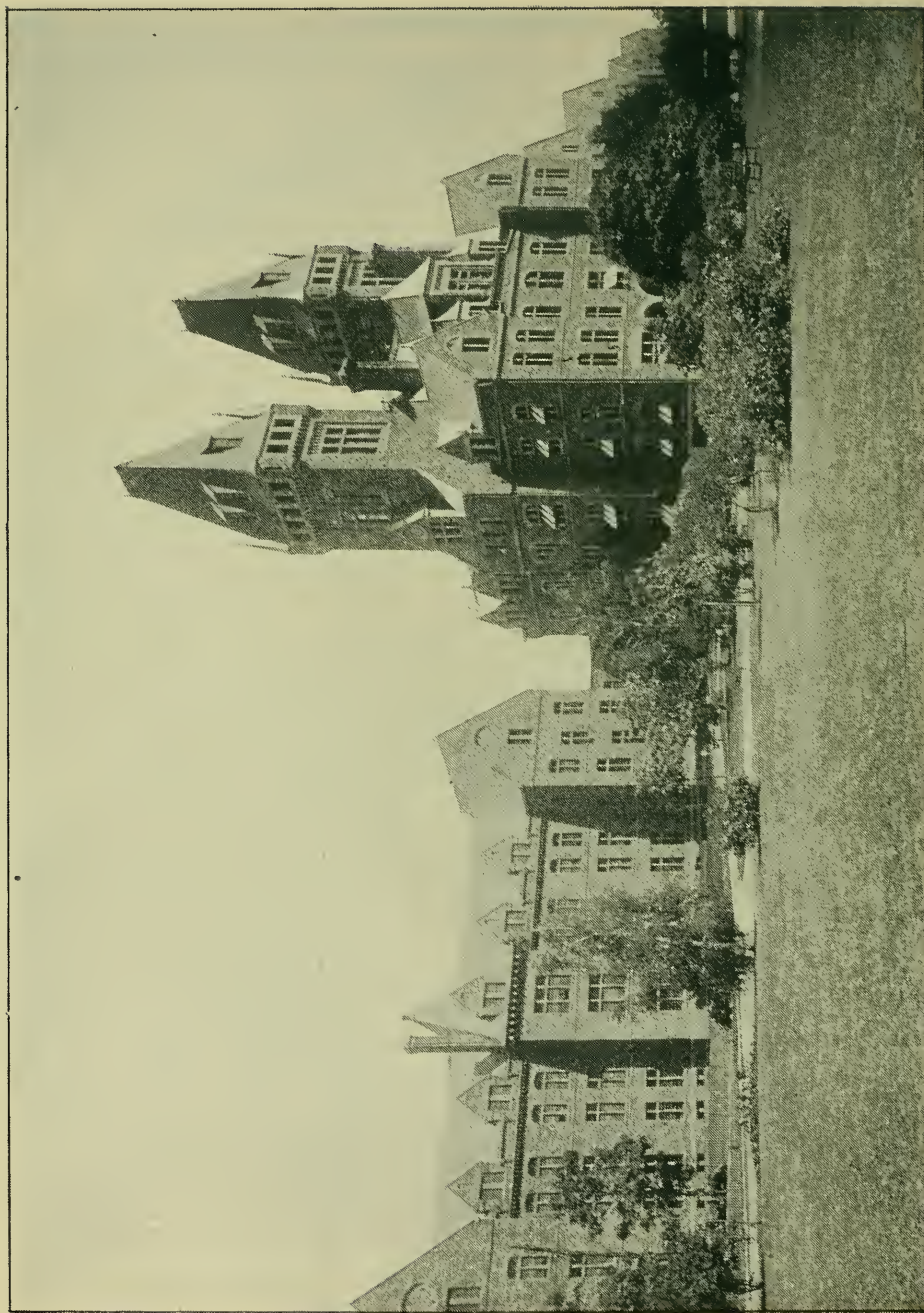
The city supports several important institutions, and provides maintenance for poor and needy persons, besides undertaking the interment of many others. It also furnishes a staff of eight physicians to attend to the sick both at their own homes and also at the hospitals when needed. The Overseer of the Poor, or Poormaster as he is more generally called, investigates all cases and issues permits for supplies or relief.

The novel but yet very successful 'Potato Patch System' first started in Detroit by the mayor of that city, has also been adopted here with marked success. It is managed by the mayor, and at present there are nearly 1000 acres in yearly cultivation, with estimated value of crops at about \$25,000.

There is also the Fresh Air Mission, and again many sewing-schools and similar branches of charitable work being conducted in various parts of the city. Further particulars with regard to any of these institutions may be had from the secretaries, or managements, whose addresses may be found in the city directory.

Buffalo Orphan Asylum. This is an old established institution, dating back to the year 1837 for its incorporation. After a series of struggles and many changes of location it erected quarters of its own in 1852 at 403 Virginia street, to which additions have since been made. It is an excellent home for destitute and needy children, and always finds ready support in private donations from residents of Buffalo and neighboring towns. The asylum is a large brick and stone building, four stories high, and contains a children's library and other important features. An infant ward was added in 1878 at a cost of \$10,000. The number of children provided for is on the average about 120.

German Hospital derives its name from the fact that the management is entirely confined to Germans. Although it receives principally German subjects, yet other patients are admitted upon equal terms. Its location is on the east side of the city at 621 Genesee street.



BUFFALO STATE HOSPITAL FOR INSANE.

State Hospital



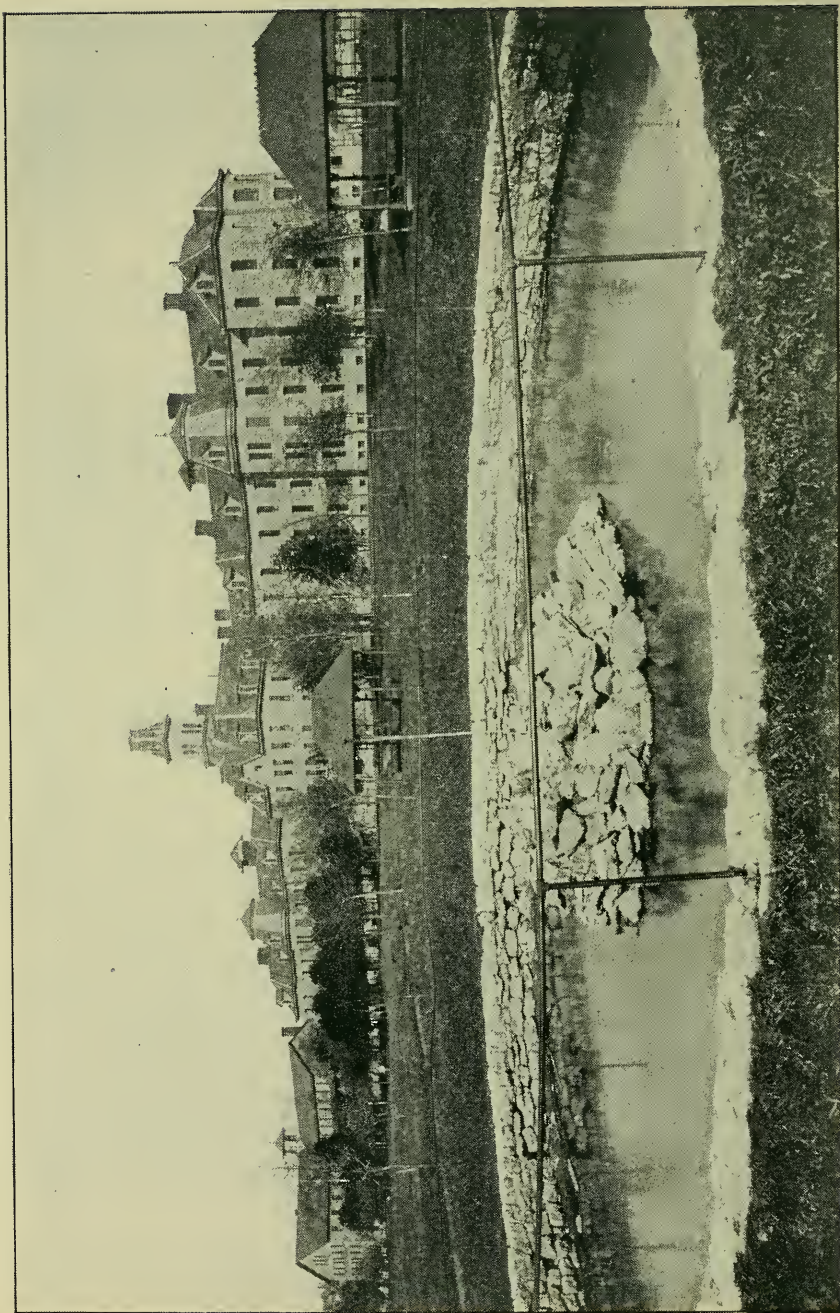
AMONG the prominent features of Buffalo, and by far the greatest of public institutions within its bounds, is the State

Hospital for the Insane. It is built on extensive grounds lying a short distance west of Delaware Park, and has its principal frontage on Forest avenue. The corner stone was laid in 1872 by Governor Hoffman. The central administration building is a massive structure of red stone, three stories high, with steep roofs and two great towers. In succeeding years many ward buildings have been added, and the buildings are made continuous by curved connecting fire-proof corridors. The institution presents the form of a bow, and its entire unbroken length is more than half a mile. There are ten ward buildings in all, some of three stories, others of two, and still others of but one. Two on each side of the hospital are built of stone, and it was originally intended to have them all similarly constructed, but the enormous cost precluded this idea from being carried out. In the matters of ventilation, light, comfort, and sanitary arrangements, the buildings are perfect, and every provision has been made that can conduce to the cheerfulness and general welfare of its afflicted inmates.

On the grounds are numerous contributory buildings, as well as a fine conservatory, and an attractive house for the use and recreation of the nurses. The spacious lawns and farms consist of 187 acres, a portion of which is set aside for farming purposes, the remainder being for recreation grounds, walks, foot-ball and base-ball grounds. The buildings have cost \$2,000,000 and at present there are some eleven hundred patients within its walls. It may be thoroughly inspected by visitors from 2 till 5 p. m., on visiting days, which are Wednesdays and Fridays, and can be reached by Forest avenue cars.

Buffalo General Hospital. The buildings occupy a beautiful site at No. 100 High street, east of Main. There are several buildings, one of which has only recently been erected, their total capacity being about 500 patients. Although this is a charity hospital, still a good number of cases are treated privately, patients being charged according to accommodation required. There is in connection with this institution a large training school for nurses, who are constantly in requisition. The new building is constructed of pressed brick, with terra-cotta trimmings, and is built in divisions. The total cost of the whole group was about \$320,000.

Homeopathic Hospital is situated on the corner of Maryland and Cottage streets, and is somewhat small, having accommodation for only forty-five patients. Both private and charity patients are admitted.



ERIE COUNTY ALMSHOUSE

Erie County Almshouse

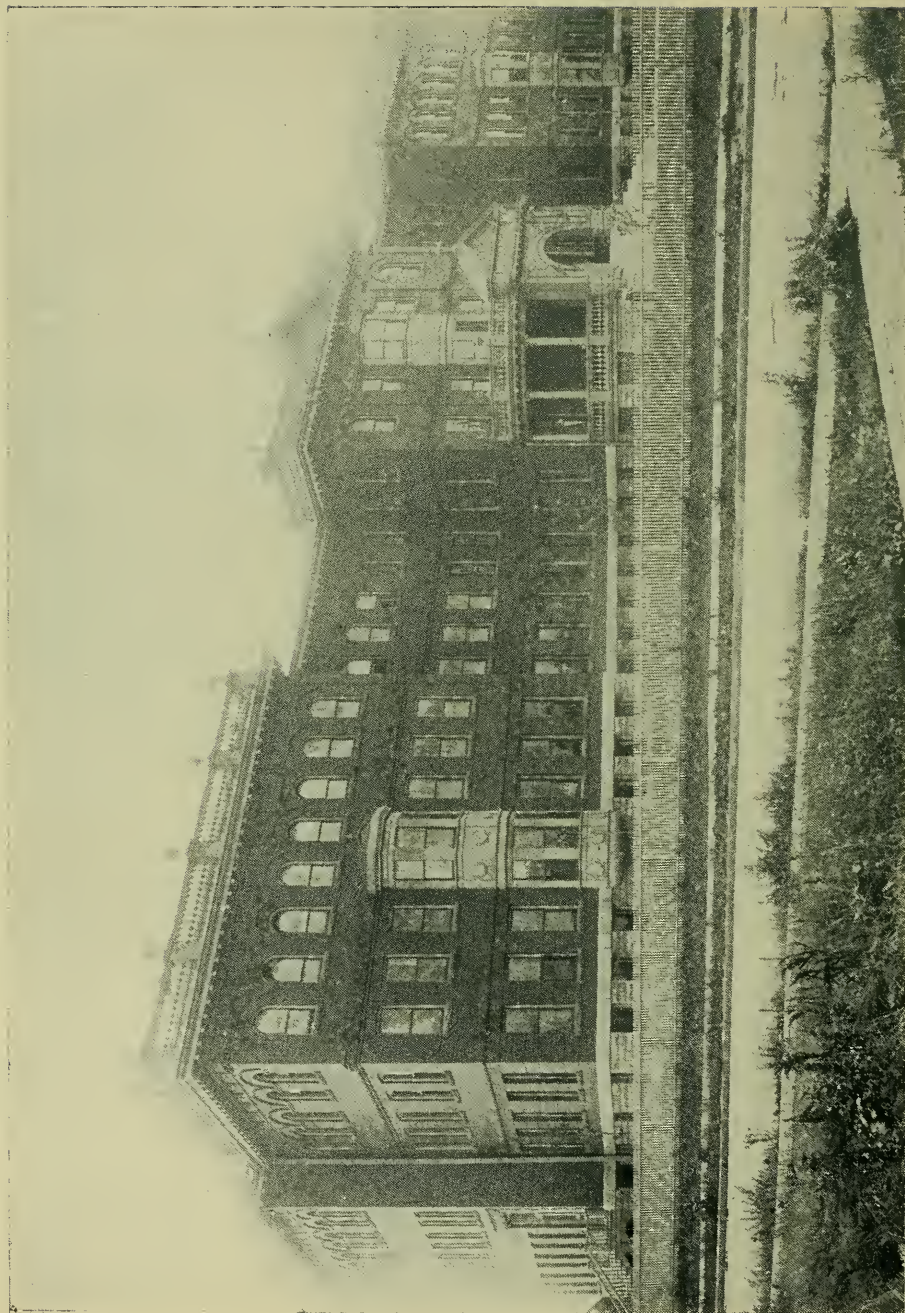
THIS institution stands about 500 feet from the east side of Main street, near the city line. It is a fine white flint-stone building, four stories high, and has a beautiful lawn in front. Other portions of land adjoining the institution are devoted to the cultivation of vegetables, etc., for the use of the inmates, who number some four or five hundred. Courteous officials will show visitors through the various departments any day of the week. Attention is called to our illustration.

Fitch Institute and Creche were erected in 1893 by the Charity Organization Society from funds donated for that purpose by Benjamin Fitch. There is an accident hospital which is in frequent requisition daily, owing to the large number of accidents which occur in the city, and also a Provident Dispensary. The building is headquarters for the Fresh Air Mission and several other charitable societies. In close proximity on the west is the Creche which is a day nursery for children, the mothers of whom, in contributing to the support of the family; are compelled to be away from home, and have no one to care for or look after their infants. There is also in connection with the institution, a training school for nurses, and an employment bureau for women. Visitors are welcome at any time to inspect the working of any of the above named departments.

Home for the Friendless was incorporated in 1868, and is supported entirely by voluntary contributions. The home is principally for the reception of the aged and friendless females, although women and girls of all ages may have admission if of satisfactory character. Temporary quarters are provided for these for a few weeks, or such time as the discretion of the management deem proper. Housework and domestic duties are expected in compensation. For life residents there is a fee of \$250.00, though this is not rigidly enforced in all cases. There are certain days when visitors are admitted.

Women's Hospital, this institution, organized in 1886, is situated at 191 Georgia, corner of Seventh street. The rates for admission of patients are very reasonable, but whenever beds are vacant, poor persons are received and treated without charge.

Although most of the large hospitals send out trained nurses when so required, there are a large number of these who may be employed privately, and whose services may be secured at any hour of the day or night. A list of competent nurses is kept at the Dispensary of the University of Buffalo, 24 High street, which may be consulted by those in need,



DEAF AND DUMB INSTITUTE.

Deaf and Dumb Institute



LE CÔTEULX ST. MARY'S Institute, for the instruction of deaf mutes, is another institution with large benevolent

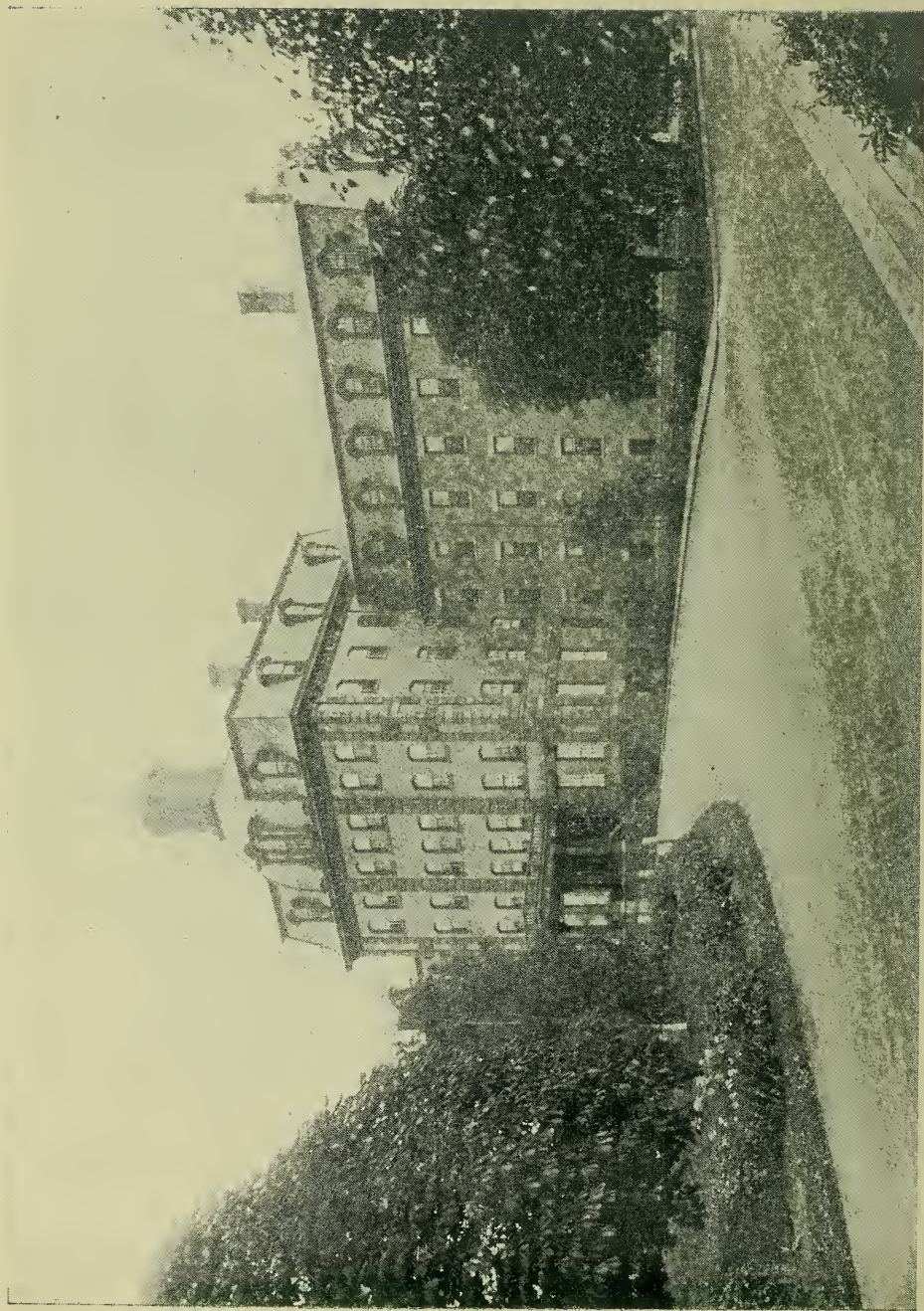
purposes, under the charge of the Sisters of St. Joseph, and located at 2253 Main street. Incorporated in 1853, its main object is the education and instruction of that unfortunate class of children who have never known either speech or hearing. In a large building containing four stories with basement and fitted with every convenience and improvement possible, thus the careful and systematic training of nearly 200 children is admirably provided for. Besides these there are forty or fifty others, who are orphans and who receive their tuition free. The class of work taught to girls being principally domestic, and to the boys industrial, they are thus enabled to provide for themselves, and also acquire the habit of self-help and thrift in a very short time. The boys are taught any trade they may desire to learn.

Ingleside Home is an institution, organized in 1870, for the purpose of reclaiming women and girls from living immoral and vicious lives, and to assist in helping them back to respectability and self-support. This home is located at No. 70 Harvard place.

Newsboys' and Bootblacks' Home is another interesting and valuable institution. It receives any boy of these two classes under sixteen years of age. No creed or nationality is refused, and every effort is made to train these boys to become useful and respectable citizens. Every kind of entertainment and amusement is offered to make this place as attractive as possible to these little waifs and strays. The boys are taught all sorts of useful knowledge, and on special holidays there is generally a big dinner served to them. There is accommodation in the home for about sixty boys, and its maintenance is provided for by voluntary contributions and donations.

Marine Hospital is maintained to furnish relief to those whose work is connected with the lake shipping, etc. There is in reality no hospital, only a staff of doctors whose duty it is to look after and provide for needful cases. Contracts are made with the city hospitals each year for so much per capita, the lowest bidder generally securing the contract. The office of the hospital is located at room 25, Post Office building.

Quarantine Hospital is solely for infected cases or suspects; such being placed in quarantine until all danger to the public of the disease spreading is passed. It is located on East Ferry street near the Belt line.



SISTERS OF CHARITY HOSPITAL.

Sisters of Charity Hospital



MOST important Catholic institution, and the oldest in Buffalo. It occupies a substantial four-story brick building,

surrounded by beautiful lawns, at 1883 Main street, near Delavan avenue. It is equipped with all modern up-to-date appliances and is probably one of the best of its class in the city. In addition to finely arranged surgical and operating rooms, it has its own electric light plant. It also has its own staff of resident physicians, a training school for nurses, and a branch emergency hospital in another part of the city. There are about 350 beds; the cost of the buildings and grounds was about \$250,000.

Deaconess' Home. Established in 1890, and situated at 2978 Main street. The credit of founding this institution is due to the Methodist Episcopal church members. A board of management provides for the care and maintenance of the staff of Deaconesses who are admitted to this home from time to time, and whose mission is one of clarity, and every form of Christian labor and help for which each individual may be suited. The duties of these Deaconesses cover a wide field of usefulness, and only young women of good standing and thorough training are permitted to undertake it. The institution conducts a training school for the benefit of its young women church members who are wishful of taking up its charitable mission.

Children's Hospital was organized in 1892. It has two large wards with twenty beds each. Children who are crippled or suffering from long-standing complaints which require surgical care, are admitted to this institution at low rates, thus enabling poor persons to take advantage of its many benefits. It is mainly supported by voluntary contributions. The building is located at 219 Bryant street.

Fresh Air Mission Hospital is located at Athol Springs, on the shores of Lake Erie, and was erected in 1894, with a capacity of some thirty beds, its object is the treatment of cholera-infantum, such cases requiring especial care. Admission is obtained by application to the physicians connected with the Mission; the hospital being open from about June to September.

Church Home is one of the many good works of the Church Charity Foundation, and is situated on Rhode Island street, near the corner of Niagara street. It is not only open as a home for aged and destitute females, but affords temporary shelter for infirm and indigent persons. It was opened in 1858, and in 1866 a children's orphanage was added which at present provides for over one hundred children.

Other hospitals are:

*Buffalo Eye and Ear Infirmary, 671-673 Michigan street.
 *Charity Eye, Ear, and Throat Infirmary, 166 Broadway, cor. Michigan street.
 City Hospital for Women, 850 Humboldt Parkway.
 Erie County Hospital, 3399 Main street.
 Emergency Hospital, South Division street, cor. Michigan street.
 Fitch Accident Hospital, at Fitch Institute, Swan, corner Michigan street.
 Lexington Height Hospital, 173 Lexington avenue.
 Providence Retreat, Main street, near Humboldt Parkway.
 Riverside Hospital, 306 Lafayette avenue.
 St. Mary's Laying-in Hospital, 126 Edward street.
 St. Francis Hospital, 337 Pine street.
 Wilcox Private Hospital, 173 Lexington avenue.
 Y. M. C. A. Hospital, Broadway, cor. Bailey avenue,
 Deaconess Home Hospital, German, 218-220 Kingsley street.

The following also have buildings and institutions devoted to the purposes ascribed thereto:

Agnes Adelaide Home, Prison Gate Mission, 428 Front avenue.
 Asylum of Our Lady of Refuge, 485 Best street.
 Catholic Home, employment bureau, 60 Franklin street,
 Catholic Protectory, for wayward girls, 485 Best street.
 Catholic Protectory, for boys, West Seneca, N. Y.
 Evangelical Lutheran St. John's Orphanage, for girls 280 Hickory street
 German Roman Catholic Orphanage, for boys, 574 Dodge street
 German Deaconess Home, also hospital, 218-220 Kingsley street.
 German Evangelical Church Home, Broadway, near City line.
 Guard of Honor, lodgings for men, 620 Washington street.
 Homestead Lodging-house, for men, 84-86 Lloyd street.
 Lutheran Church Home, for aged and infirm, 390 Walden avenue.
 Lotus Home, training school and home for waifs, cor. Delaware and Kenmore av.
 Salvation Army Lodging-house, for men, 79 Main street.
 St. Francis Asylum, for aged and destitute, 337 Pine street.
 St. Johns Protectory, for boys, West Seneca, N. Y.
 St. Joseph's Male Orphanage, West Seneca, N. Y.
 St. Mary's Asylum, widows, foundlings, and orphans, 126 Edward street.
 St. Vincent's Orphanage, Roman Catholic, for females, 1313 Main street.
 The Wayfare, temporary home for women, 133 Court street.
 Welcome Hall, 404 Seneca street.
 Westminster House, 424 Adams street.
 Working-boys' Home, Sacred Heart, 35 Niagara street.
 Working-girls' Home, Catholic, 64 Franklin street.

*In addition, separate dispensaries are maintained by those hospitals marked with an asterisk, as well as by the medical departments of the Niagara University, and the University of Buffalo. There is also the St. John's Church Dispensary, at 357 West Forest avenue, near Baynes street, and a Free Dispensary at 15 East Genesee street.

An ambulance service is connected with five of the principal hospitals, viz: Erie County, General, Fitch, Emergency, and Homeopathic hospitals. These can be summoned in case of accidents or emergencies from any of the police stations, or by telephone.

Educational Institutions



ACTIVE efforts and constant struggles have characterized the various private educational institutions in this city for

the past fifteen years, and as the city's population rapidly increases so must the great work of education keep pace hand in hand. One would think with the long list of public schools which are directly under the city's care and control, that with over sixty of these institutions, and all of them large, that there is more than enough and to spare, but not so, the public schools are outflanked by a still longer and more impressive array of other institutions of learning promoted by denominational and private zeal. Space permits us to speak of but a few of the larger and more prominent of these institutions.

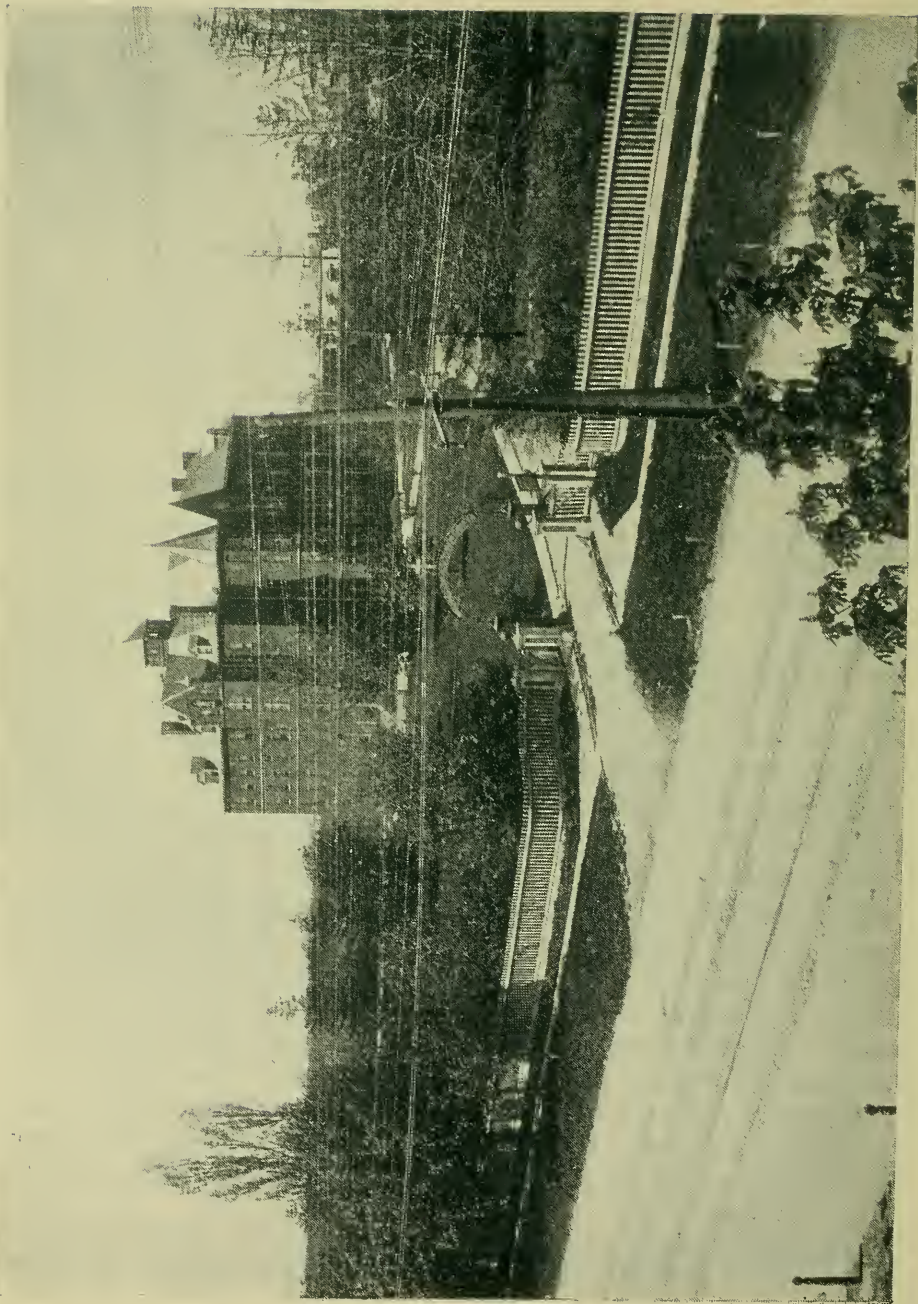
College of Pharmacy. (University of Buffalo.) This branch was organized in 1886, and its regular course begins on the first of October in each year, consisting of lectures and laboratory work in pharmacy, chemistry, botany, microscopy, and materia medica.

Law School. (University of Buffalo.) Was organized in 1887 and has quarters on the ninth floor of the Ellicott square building, room 933. Its course of instruction occupies two years, divided into two terms of seventeen weeks each, beginning about the last of September and confers the degree of Bachelor of Law upon its students. It has a staff of professors and lecturers, embracing leading practitioners of the city, who give their services free.

College of Dentistry. (University of Buffalo.) This college gives a graded course of three years, beginning about the end of September. It is complete in all its branches.

Canisius College, situated at 651 Washington street, alongside St. Michaels' church. This college was founded in 1870, and is conducted by the fathers of the Society of Jesus. It is the largest college in Buffalo, having over 300 students, and with its exceptional facilities, young men of Catholic denomination have every opportunity for securing a complete education in academic and collegiate courses. It receives both boarding and day scholars, the former wearing the college uniform. The college occupies a long brick and stone building with over 300 feet frontage, in which spacious recreation halls, studies, dormitories, lecture rooms, gymnasium, etc., are provided. A beautiful chapel also adjoins the building.

St. Mary's Academy or Industrial School. (Miss Nardin's) This academy which is noticed above is situated at No. 68 to 74 Franklin street and was incorporated in 1865.



MOUNT ST. JOSEPH ACADEMY, CATHOLIC.

Academy Mount St. Joseph

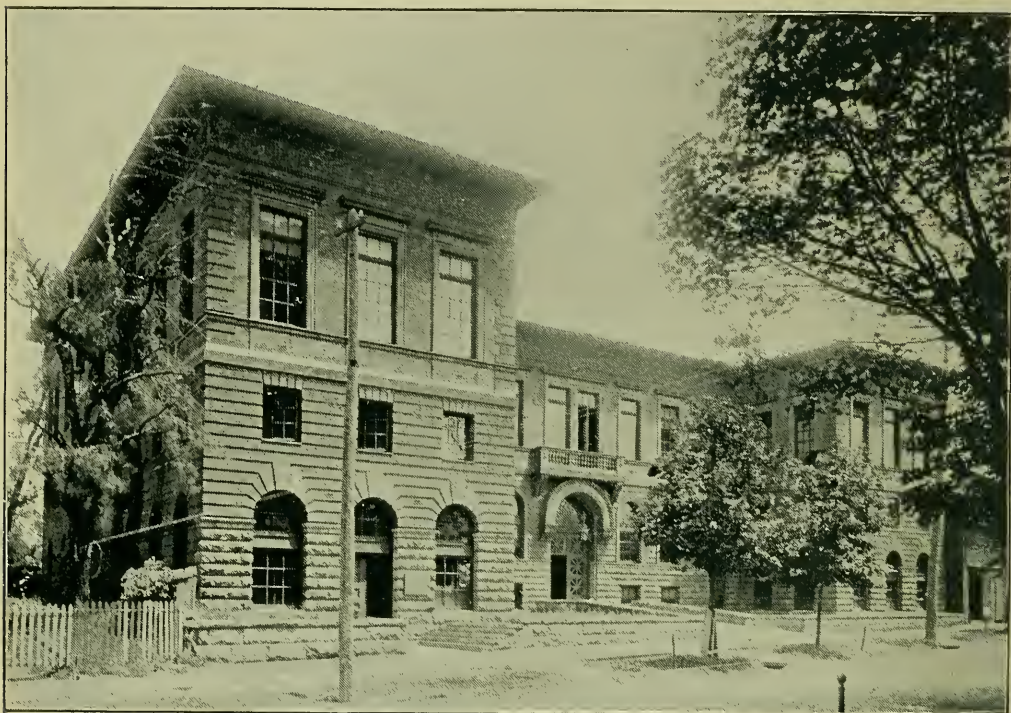
OF THE many costly and beautiful structures erected and organized by the Catholic denomination in this city, this academy of the ten sisters of St. Joseph, is one of the finest and most recent, as will be seen by our engraving. It is beautifully situated at 2064 Main street, and is a day school for young ladies with a department for boys under twelve years of age.

Academy of the Sacred Heart. This is another institution under Catholic auspices, and occupies a large brick building at 749 Washington street. It is a day or normal school for young ladies only and is admirably suited for those wishing to become teachers; many of its graduates are now holding positions in the public schools. The academy was incorporated in 1895 and has the power to confer diplomas. It is under the charge of the twelve sisters of St. Francis.

Holy Angels Academy. This academy occupies a handsome brick building of four stories with spacious grounds surrounding it, and is situated near to the Front and Prospect Parks, on Porter and Prospect avenues, in a select portion of the city. It is a boarding and day school for girls and is conducted by twenty-one of the Grey Nuns, whose reputation as efficient teachers is well known. The average number of pupils is somewhere about 300 and the academy has grown to be the largest of its kind in the city.

Mt. St. Mary's Academy is situated at 135 Cleveland avenue and is a branch of St. Mary's Academy and Industrial School, better known as Miss Nardin's Academy, which is probably the oldest and best known educational institution in the city. Mount St. Mary's is conducted by the sisters of the Order of the Sacred Heart of Mary. There are some 250 pupils whose studies range all the way from kindergarten to graduation and such subjects as are necessary to complete an education.

Buffalo Seminary is a superior school for girls, located at No. 274 Delaware avenue. It has a select staff of about twenty instructors drawn from colleges and schools of high rank, about 200 pupils, and prominent citizens for its trustees. Incorporated in 1851, its curriculum provides for instruction in all branches and upon completion of the college course gives diplomas. Its alumni who in 1876 formed themselves into an association with considerably over 500 members, is at present one of the chief literary institutions in the city. The seminary is equipped to an excellent degree and occupies a fine old stone residence which was once the home of one of the Mayors of Buffalo.



University of Buffalo

THIS institution was organized in 1845, and now occupies a handsome building, which was erected in 1893, upon spacious

grounds facing on High street. It has a frontage of 160 feet and is built of brick and iron, finished in terra-cotta, with interior finish of hard-wood. There are three large amphitheaters, a perfectly arranged dissecting-room, chemical and other laboratories, and a splendid library, containing over 5,000 volumes. The entire university is fitted with every modern idea and appliance which can be of service to its students. It maintains departments in medicine, law, dentistry, pharmacy, and pedagogy; several of these departments being located in other parts of the city, and of which mention is made elsewhere. The matriculation fees for a three years course are \$5.00 each year, the regular fee including dissection and laboratory fees \$100 each year, and examination fee each year of \$10.00 making a total in all for the three years, of \$345.00. Students taking a fourth year's course are only required to pay the matriculation and examination fees.

St. Joseph's Collegiate Institute. Located at 1248 Main street, it is an institution under the auspices of the Christian Brothers, and gives special instruction in electrical science and other modern acquirements.

German Theological Martin Luther Seminary occupies the premises at Nos. 152-54-56 Maple street. The seminary is conducted under the auspices of the Lutheran Synod of Buffalo, who also own the property. It is a somewhat small yet select school with about three tutors.

Seminary of the Sacred Heart of Jesus is a small preparatory day-school for little boys. It adjoins St. Mary's or Miss Nardin's Academy at 135 Cleveland avenue.

Following are thirty-two parochial schools; most of which will be observed are under Catholic auspices:

Annunciation, Lafayette avenue, cor. Grant street.
 Assumption, Polish, 374 Amherst street, near Grant street.
 Blessed Sacrament, 1025 Delaware avenue.
 Corpus Christi, Clark street, cor. Grant street.
 Holy Angels, Porter avenue, cor. West avenue.
 Holy Name of Jesus, 1505 Bailey avenue.
 Immaculate Conception, Edward street, near Morgan street.
 Our Lady of Mercy, on the island, near the foot of South Michigan street.
 Sacred Heart, 690 Seneca street.
 Seven Dolors, Genesee street, cor. Rich street.
 St. Adelbert's, Stanislaus street, cor. Rother avenue.
 St. Agnes, Ideal street.
 St. Ann's, German, Emslie street, cor. Broadway.
 St. Anthony of Padua, Court street, cor. Morgan street.
 St. Boniface, German, Mulberry street, near Virginia street.
 St. Bridget, Louisiana street, cor. Fulton street.
 St. Casimir, Polish, Clinton street, cor. Beer streets
 St. Columba, Eagle street, corner Hickory street.
 St. Francis Xavier, German, East street, near Amherst street.
 St. John Kanty, Polish, Broadway and Swinbourne street.
 St. John the Baptist, Hertel avenue, cor. East street.
 St. Joseph, German, Buffalo Plains, near Almshouse.
 St. Joseph School, Terrace, near West Swan street.
 St. Louis, German, Main street, cor. Edward street.
 St. Mary's, German, 250 Pine street, for boys.
 St. Mary's, German, 231 Broadway, for girls.
 St. Michael's, German, Ellicott, between East Chippewa and Tupper sts.
 St. Nicholas, Walker street, near Glenwood avenue.
 St. Patrick's, Seymour street, near Emslie street.
 St. Peter's, French, Washington street, corner Clinton street.
 St. Stanislaus, Polish, cor. Peckham and Townsend streets.
 St. Stephen, Elk street, cor. Euclid place.
 St. Vincent, Main street, near Cold Spring.

Following six schools are connected with the undermentioned charities.

Buffalo Orphan Asylum.
 Church Charity Foundation, (Episcopal)
 Fitch Creche.
 German Roman Catholic, Orphan Asylum.
 St. John's Orphan Asylum.
 St. Vincent's Catholic, Orphan Asylum.

Convents. Following are a number of the principal convents which are connected with the Catholic educational and charitable institutions of the city:

Convent of the Grey Nuns, Porter avenue, cor. Prospect avenue.
 Convent of the Ladies of the Sacred Heart of Mary, 74 Franklin street.
 Convent of St. Clare, (3rd Order of St. Francis,) Seymour street, near Emslie street.
 Convent of School Sisters of Notre Dame, attached to St. Mary's 219 Broadway.
 Convent of Sisters of Mercy, 318 Seneca street.
 Convent of Polish Sisters of St. Francis, (Felician Sisters) attached to St. Stanislaus church, Peckham street, cor. Wilson street.
 - Convent of Daughters of the Immaculate Heart of Mary, Franklin and Church sts.
 Mt. St. Joseph's Convent, (Sisters of St. Joseph) 2064 Main street.
 St. Francis Convent, 337 Pine street.
 Sacred Heart Convent, 749 Washington street.
 St. Joseph's Convent, (Sisters of Mercy) attached to St. Bridget's Fulton street.
 St. Joseph's Convent, (Sisters of St. Francis) attached to St. Ann's church, corner Broadway and Emslie street.

Seventeen free kindergartens, all of which are under private management, and are supported by the Buffalo Kindergarten Association, from its revenues, gifts, dues, etc:

School No. 1, Seventh street.....	45 pupils
No. 2, 180 Trenton avenue, near Virginia street.....	45
No. 290 Terrace.....	35
Erie Street, over Grand Trunk station	60
No. 12 Pearl street.....	55
Trinity Co-Operative, 256 Elk street.....	40
School 34, Hamburg street	55
No. 700 Seneca street.....	50
Welcome Hall, Seneca street.....	55
Bethesda Church, Stanton street	60
Zion House, 456 Jefferson street	55
Westminster House, 421 Monroe street.....	55
School 52, Hertel avenue.....	50
School 10, Delaware avenue.....	50
Plymouth Chapel, Military road	50
Swan street Fitch Creche	
Training Class, 86 Delaware avenue.....	

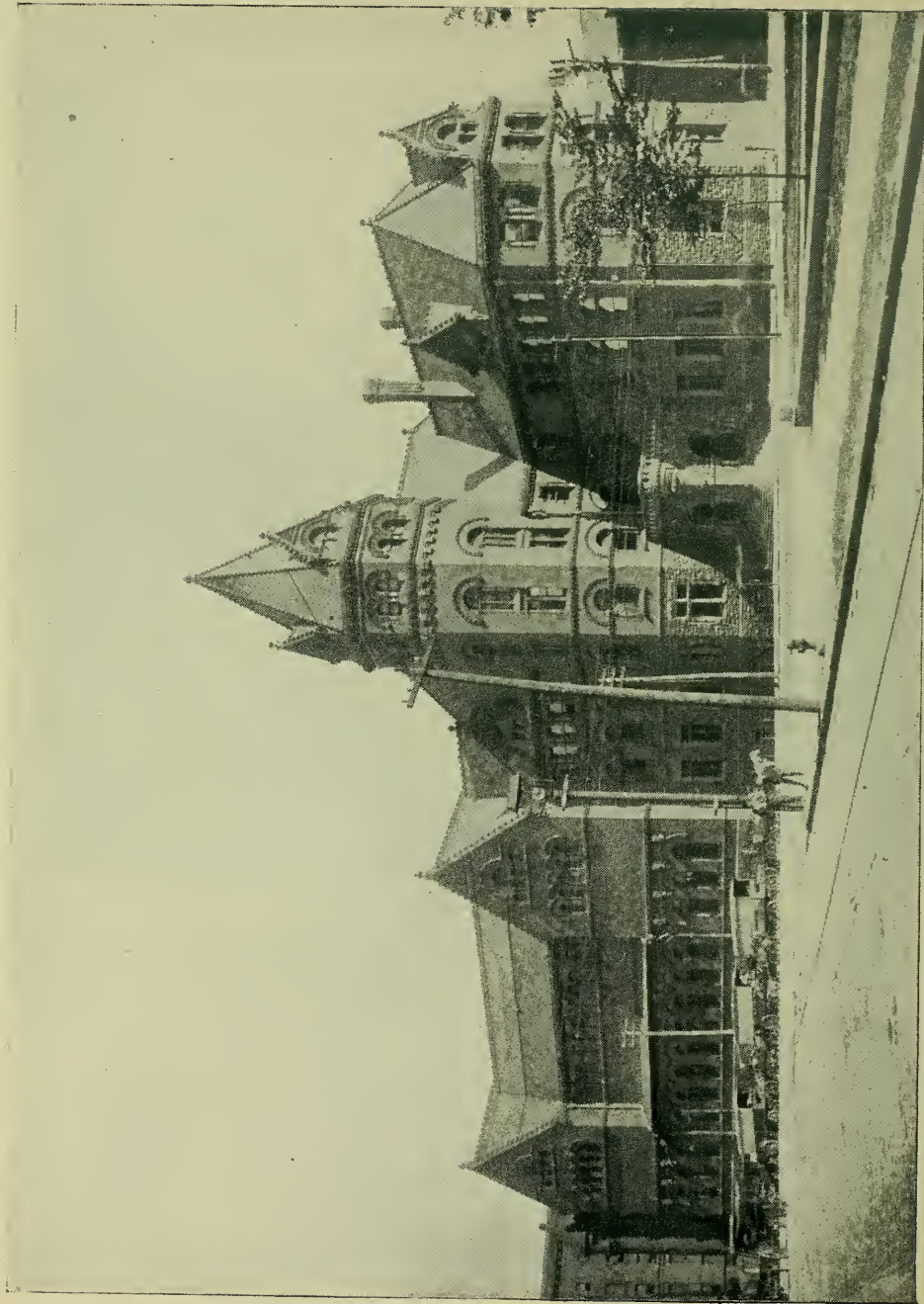
Following are sixteen private schools which complete this formidable roll of the city's educational institutions, viz:

Christ's Evangelical Lutheran Church school, Fox street, near Broadway.
 Elmwood school, 213 Bryant street.
 Emmaus German-English School, 214 Southampton street.
 Evangelical Lutheran Gethsemane School, Goodyear avenue, near Genesee.
 German Evangelical Lutheran Redeemer School, Doat avenue, near Bailey.
 German Evangelical Lutheran St. Andrew's School, 73 Sherman avenue.
 Hawley's Preparatory School for young men, 129 College street.
 Heathcote School, 621 and 623 Delaware avenue.
 Parochial School of Evangelical Lutheran St. Paul church, 38 Scoville ave.
 St. Margaret's School.
 The Nichols School, 35 Norwood avenue.
 Trinity Lutheran School, 665 Michigan street.
 St. Clare's Select School, South Division street.
 The Mellen School, 274 Lexington avenue.
 Training School, For Domestics, 159 Swan street.



Woman's Union

THE WOMEN'S EDUCATIONAL AND INDUSTRIAL UNION owns the building which they occupy, with a handsome public hall attached, on Niagara square. It has existed since 1885, and with each year enlarges its field of usefulness. It is a union of all classes and conditions of women, in which there is none so rich that she has no needs, and none so poor that she cannot serve another. The work of the Union is thoroughly practical. In 1899 it found employment for over 1000 women. Its domestic training department is proving what scientific method can do to exalt household service. Classes have been formed for instruction in cooking, laundry work, dining-room work and general housekeeping, plain sewing, dressmaking and draughting. There are many educational classes and entertainments in literary subjects. The Union has over 1000 members.



BUFFALO PUBLIC LIBRARY.

Public Library

ON THE opposite page we present to our readers a picture of the Buffalo Public Library, erected by an association which

was organized in 1836. Quite a considerable library was gradually accumulated for circulation among the members of this association. The collection became of such importance, that they soon required a commodious and central home. Property at the corner of Main, Eagle, and Washington streets was subsequently acquired, and the old St. James hotel remodeled to receive the library, and also to accommodate the Society of Natural Science, Buffalo Historical Society, and the Academy of Fine Arts. The quarters, however, were not considered a safe place for these valuable treasures, and a movement was set on foot, which resulted in the erection of the present beautiful building of red stone, brick, and steep tile roofs, just east of Lafayette square, with its principal entrance on Broadway. The library building was finished in 1887 at a cost of \$338,000.

The original property of the association, known as the Richmond hotel, was destroyed by fire, and there arose in its place, the magnificent Iroquois hotel, which still adorns the corner of Main, Eagle, and Washington streets. The expense of improvement of the old property, together with the new, put a burden of nearly a million dollars upon the association, which became difficult to carry, for aside from the rental of the hotel, its revenue was small. The popular desire that the library might be made free, afforded a means of relief, and the institution was subsequently transferred to the city's charge. The number of books and pamphlets is about 100,000 besides many valuable manuscripts.

In the basement are the extensive collections of the Society of Natural Science, and in the upper stories those of the Academy of Fine Arts, and the Historical Society; the same three societies which originally occupied the building at the corner of Main and Eagle streets.

The reading, reference, and periodical department is open on week-days from 9 a. m. to 9 p. m. On Sundays and holidays from 11 a. m. to 9 p. m.

The circulation department is open every day except Sundays and holidays from 9 a. m. to 9 p. m.

The newspaper department is open on week-days from 8:30 a. m. to 9 p. m., and on Sundays and holidays from 8:30 a. m. to 7 p. m.

The children's department is open Mondays till Friday's from 2:30 to 8:30 p. m. Saturdays, 9 a. m. to 8:30 p. m. Sundays 2 till 6 p. m., and on holidays from 9 a. m. to 6:50 p. m.



GROSVENOR LIBRARY.

Grosvenor Library



HIS occupies a home of its own at the corner of Edward and Franklin streets, and is another of the city's free public

libraries. It contains a class of books principally standard historical and scientific works which the public may freely use for reference but are not permitted to take out of the building

Mr. Seth Grosvenor, a man of wealth, who had formerly lived in Buffalo, bequeathed the sum of \$40,000 for a library; three-fourths of which fund has been invested and the interest thereon devoted to the purchase of new books.

The library was opened in 1870 in rooms just over the Buffalo Savings Bank, but soon became overcrowded. Since then funds have accumulated, and with assistance from the city, in 1891 the trustees undertook the erection of a building suited to the needs of the increasing patrons. The building is fire proof of stone, brick, and iron, and has a basement, and one high story with a large tower. (See illustration.) The interior architectural design is pure Italian renaissance. From the tower-room is a winding stairway, which leads to the observatory above. The reading-room is tastefully designed, and with the subdued lights obtained by a judicious arrangement of tinted cathedral glass, a very harmonious effect is produced. The library contains about 50,000 volumes, with capacity for as many more. Its rooms are open to the public from 9. a. m., to 6. p. m.

Buffalo Medical Library, in connection with the University of Buffalo, situated on High street, contains 6,000 volumes, and also the Erie Medical Society's Library. Open daily, (except Sunday) from 9 a. m. to 9 p. m.

Catholic Institute Library, Rooms at Main street, corner of Virginia, contains 8,000 volumes. Open from 9 a. m., to 9 p. m., on all week-days.

Ellicott Square Law Library, Rooms at 903.923 Ellicott Square. This library is for the exclusive use of tenants in Ellicott square; the reading rooms are open daily from 9 a. m., to 5 p. m., (except Sundays.)

Erie Railway Library Association. Third floor of Erie Railroad passenger depot, Michigan street, corner of Exchange street. Contains 4,000 volumes. Open daily (except Sundays) from 9 a. m., to 9 p. m.

German Young Men's Association Library, in Music Hall building, corner of Main and Edward streets. Contains 7,000 volumes, mostly German. Open daily (except Sundays) from 2:30 to 9:30 p. m.

Haurigari Library, over 260 Genesee street. Contains 1,400 volumes, all in German. Open from 8 to 10, evenings.

Law Library, for the Eighth Judicial District. Room 23 in City and County Hall. Contains about 12,000 volumes.

Lord Library. This library belongs to the city, and is housed in the rooms of the Buffalo Historical Society. It contains 5,000 volumes. Open daily (except Sunday) from 9 a. m., to 5 p. m.

Lutheran Young Men's Association Library. At 665 Michigan street. Contains 4,000 volumes. Open Tuesday and Thursday evenings from 8 to 10 o'clock.

North Buffalo Catholic Association Library. On Dearborn street corner of Amherst street. Contains about 2,500 volumes. Open every evening

Polish Library, situated on Broadway, corner of Sweet avenue. Contains over 1,500 volumes, mostly in foreign languages for use of the society's members only.

St. Michael's Young Men's Sodality Library. 378 Oak street, near Tupper. Contains 1,000 volumes in English, French, and German. Open on Sundays from 3 p. m., to 11 p. m.

Womans Educational and Industrial Library situated at 25 Niagara square. Contains over 1,200 volumes. Open from 10 a. m., to 9 p. m., daily.

Young Men's Christian Association Library. In the society's building on Mohawk, Pearl, and West Genesee streets. Contains over 7,000 volumes, besides maintaining branch libraries and reading rooms at its branches in other parts of the city. Open from 3:30 to 9:30 p. m.

Life Saving Service

COVERING the coasts of Lakes Ontario and Erie, and falls of the Ohio river at Louisville, Ky., with headquarters at Buffalo, N. Y., the United States Life Saving Service of the Ninth District was established in 1876. It is composed of eleven life-saving stations, which are manned by from six to eight surfmen and one keeper or captain each.

A Dobbins, an English life-boat and an open surf-boat represents the boat-service power of each station; and two line-bearing guns, a Lyle gun and mortar, represents the power of the beach apparatus service. There are also two apparatus carts at each station. Louisville station is manned by six men and a keeper; Cleveland, Oswego, Charlotte, Buffalo, Erie and Fairport stations each eight men and keeper; balance of stations, seven men and keeper. A 34-foot life-boat, second to none in the service, is at the Buffalo station.

Apartment Houses

LIKE most large cities, Buffalo has a great number of these popular dwellings. Some of these are elaborate examples of

the architect's and designer's craft. Fitted with every convenience and comfort, most of them fire-proof, they become tenanted very quickly. Among the many noteworthy specimens of architectural skill and design to be found in various parts of the city, by no means the least interesting and important to the casual visitor are the many elaborate and sumptuously equipped apartment houses. There are more than a dozen of these handsome modern structures which deserve special mention, but space prevents us from describing more than one:

THE LENOX, which is without question the most elegant of all, is located in the heart of the finest residence section of the city. Its immediate surroundings are truly grand. Large, beautiful, private residences, with well-kept lawns, surround it on every hand. To the prospective guest, in search of a delightful home for a season, as well as to the traveling public, this luxurious new abode stands without a rival. All annoyances incidental to hotels situated in the heart of a great city are unknown at the Lenox. Each of its 250 rooms is equipped with electric lights and supplied with hot and cold water and filtered water baths. Located on the eighth floor is a spacious café together with private dining-rooms, buffet, smoking-room, Turkish room, card rooms, etc. Four elevators take guests to any part of the building and also to the Roof Garden, where during the summer months the acme of luxurious living may be obtained. With its awnings, rugs, easy chairs, palms and ferns, magnificent views, cool and breezy atmosphere, it is an ideal spot to pass a pleasant summer evening, also an occasional musical evening; and with unsurpassed service from the café at all times, it would indeed be hard to select a pleasanter or more agreeable abode.

The building is absolutely fire-proof. Its corridor floors are of marble mosaic, in handsome patterns. The Rotunda and main corridors are finished in the most beautiful shades of marble. The floors in apartments throughout are laid in polished hardwood, and the furnishings are of the most complete and tasteful design. The apartments vary in size from one room and bath to any number of rooms desired.

Visitors to the city are always welcome to inspect this handsome residence, and a visit will well repay them for the time so spent. The Lenox is situated on North street near Delaware avenue, and may be reached by Main street, Elmwood avenue, or Allen street cars, any of which run within one block.



YOUNG MEN'S CHRISTIAN ASSOCIATION.

The Y. M. C. A.

SITUATED at Mohawk, Pearl, and Genee streets is a beautiful building of brick, four stories high, which cost \$105,000. It was erected in 1884, and is fitted with a large hall, lecture rooms, library, comfort and reading-rooms, baths, bowling-alleys, and a well-equipped gymnasium. Strangers are made to feel thoroughly at home here, and any respectable young man may become a member upon payment of the annual dues, which for general membership are \$2.00 and for all other privileges about \$8.00 more. This includes lectures, concerts, and entertainments, which are provided during the season, and no effort is spared to make the institution as agreeable and cheerful as possible. The courteous secretaries most cheerfully furnish any information desired, and the rooms are open daily from 8:30 a. m., to 10 p. m.

German Young Men's Association. This important organization has its quarters in Music Hall, on the corner of Main and Edward streets. Instituted in 1841, it was incorporated five years later. The association is mostly of a literary character and supports a very fine library. (see Libraries) It has a membership of something over 800; the yearly dues for which are \$3.00 with an initiation fee of \$1.00.

Military Societies

IN CONNECTION with the Grand Army of the Republic there are the following Committees and Posts located in Buffalo. The Memorial and Executive Committee of the City of Buffalo, and the Bureau of Relief and Emergency Fund Committee, have offices at the Police Headquarters, Franklin street corner of Seneca street.

- Chapin Post No. 2, meets first and third Fridays each month,
over 551 Main street.
- Bidwell-Wilkeson Post meets first and third Thursdays each month,
in New Era Hall, Main street, corner of Swan street.
- George Stoneman Post No. 180, meets at East Buffalo Live Stock Exchange,
on William street.
- McMahon Post, No. 208, meets first and fourth Mondays of each month,
Eagle street, corner of Jefferson street.
- Albert J. Meyer Post No. 239, meets first and third Tuesday of each month,
in Hall over Oak street, corner of Clinton street.
- William Richardson Post No. 254, meets second and fourth Tuesdays each month,
over 288 West Ferry street.
- Elisha L. Hayward Post No. 542, meets second and fourth Tuesdays each month,
in Hall, corner of Sycamore and Hickory streets.
- William Richardson Relief Corps No. 59, Auxiliary to the G. A. R., meets every
first and third Fridays over 288 W. Ferry street.
- Chapin Woman's Relief Corps No. 4, Auxiliary to the G. A. R., meets second and
fourth Wednesdays in K. A. U. Hall, 7 W. Mohawk street.

Musical Societies

IN BUFFALO there are eleven large musical societies and many times that number of lesser importance. The Orpheus, the largest of all has over 1000 members, while the Liedertafel and Buffalo Vocal Society, are also very important institutions. During the winter and fall season the musical world is marked by many gay festivities, principally given under the auspices of the Buffalo Symphony Orchestra.

Of the leading musical and singing societies we give the following list:

Buffalo Liedertafel, Main street, cor. Chippewa street.
 Buffalo Musical Association, Buffalo Club.
 Buffalo Orpheus, Main street, cor. High street.
 Buffalo Saengerbund, Music Hall.
 East Buffalo Maennerchor, Kohlha's Hall.
 Guard of Honor Orchestra, 620 Washington street.
 Haurigari Frohsinn, 571 Broadway.
 Ionian Musical Club, 428 Ashland avenue.
 Ladies Afternoon Musicales, 1391 Main street.
 Moniuszko Singing Society, 387 Peckham street.
 Teutonia Moennerchor, Lincoln Hall, 497 William street.

Society of Natural Sciences

QUITE an extensive museum and the rooms of this interesting society will be found in the basement of the Buffalo Public Library building. The society was organized in 1861, and covers such important branches of science as botany, geology, minerology, archæology, ornithology, and a wide field of many other popular subjects. Many fine specimens and groups may be seen in the society's collections, and there is also a valuable library of scientific works, access to which may be obtained upon application to the director. Several important clubs and societies are affiliated with this organization, who hold their meetings here, and generally participate in its benefits. These rooms are open free to the public, and are of great educational value.

Woman's Christian Association. Their building is situated on Niagara square, at the corner of Court street, and contains about fifty rooms. This is a charitable institution, with about 300 members, whose objects are the promotion of the general welfare of Christian women and children, and who render services and aid to worthy applicants. There is an industrial department and employment bureau located at 125 Court street, which is also doing much valuable work.

Lutheran Young Men's Association is located at 665 Michigan street; organized and incorporated in 1873, it has at present a membership of considerably over a hundred. Its library contains over 3,500 volumes.

Learned Societies



FOLLOWING we give short descriptions of the more prominent societies, clubs, leagues, and associations, with their locations. Among the objects of these organizations are included art, music, science, and religious and social advancement, presenting on the whole a general idea of the efforts directed along these lines.

Buffalo Society of Artists. Organized in 1891 and incorporated in 1894, this society now numbers about 350 members. There is a great deal of interest manifested in the various branches of art as is evidenced by the society's exhibitions, the chief of which takes place in the spring of each year. It also maintains an art library in connection with the Academy of Fine Arts. Art periodicals from European countries are freely subscribed to, and the result is that the members and students have every opportunity of keeping pace with the progress being made by Fine Art Societies abroad. The room in which the library is situated, as well as some of the exhibits of the society, is the one adjoining the Fine Arts Academy, on the second floor of the Buffalo Free Library building.

Bohemian Sketch Club was founded in 1891 and is an organization conducted entirely by artists, of which the membership is limited to 150. Unfortunately the club does not yet possess a home, but it has given numerous exhibitions, which are generally free to the public, in the rooms of the Fine Art Academy. The club is self-sustaining and in addition to its yearly exhibitions, it also holds monthly meetings of a social nature, which from the variety of entertainment provided have become very popular.

Buffalo Fine Arts Academy Organized 1862, this institution has been kept in existence by a number of Buffalo's liberal citizens. Its rooms and gallery are on the second floor of the Buffalo Free Library building, and contains a rare collection of ancient and modern paintings. Its distinguishing feature is its fine collection of etchings and engravings. Several art leagues and societies are in various ways connected with this academy. Visitors are always made welcome, and the exhibit of paintings, etc., is well worthy of inspection. Admission on week-days is twenty-five cents, but on Sundays it is open to the public free.

Microscopical Club is a branch of the Natural Sciences Society with a membership of about 125 members, who devote their studies to microscopic research. Meetings are held on the first Monday of each month from October to May in the Lecture room of the parent Society in the Library building.

Art Students' League is another very important society devoted to the interests and advancement of art. Founded in 1885 and incorporated in 1894, it lays claim to being the only art league in this part of the state. Its present quarters are on the upper floors of the Buffalo Savings Bank building, directly opposite the Free Library building. It has nearly 200 pupils to whom instruction is given by artists of experience, along the same lines as the art schools of London, New York, and Paris. It has a scholarship from the Art Students' League of New York, and gives five itself; four to the public schools of Buffalo, and one to the Women's Educational and Industrial Union of this city. It also has its annual sketching tours, which are held in the month of July, to give students an opportunity of sketching and painting from nature. Visitors are always welcome at the school to inspect the work and various collections contributed by the students.

Buffalo Historical Society

THE object of this society is not to teach but to preserve history." Such were the words of one of the pioneer movers in the formation of this valuable library and museum. From the time when President Fillmore gave his inaugural address this society has gone steadily forward and accomplished much work. In its already crowded quarters on the third floor of the Buffalo Public Library building will be found a very interesting collection of relics, curios, pictures, books, papers, and a miscellaneous array of articles, all having some connecting link with the history of the past and present generations of this locality. One of the most notable deeds performed by this society was the disposal and re-interment of the remains of the famous Indian Chief "Red Jacket," along with several other celebrated "braves," in Forest Lawn cemetery; and the erection of a costly bronze monument and tablets to their memory. A good engraving of this monument appears on page ten (10) of this guide, and a further reference is made to it on page ninety-seven (97).

The society's library contains some 10,000 volumes and about as many more pamphlets, etc., the use of which is free to the public for reference only. There is also the library which belonged to President Fillmore; and of still later date a collection of relics of the Spanish-American war. The various rooms with their many exhibits are open from 9 a. m., till 9 p. m., and to which the public have free access. The courteous and obliging secretary and his staff will be found ever ready to furnish any information within their power to those who feel disposed to ask for it.

Messenger Service



FACILITIES are provided in the hotels, business houses and offices in the city by the Telegraph companies, of a system of call-boxes, whereby a messenger may be summoned to a given point and upon the payment of a small fee, such matter as letters, telegrams, small packages, etc. can be delivered to any part of Buffalo.

TICKET OFFICES. For the general convenience of visitors the following list of the principal railroad ticket offices will be found valuable:

Buffalo Street Railway Company, corner of Main street and the Terrace.
 Buffalo Traction Company, 708 Ellicott square.
 Buffalo Rochester & Pittsburg R. R., 307 Main street.
 Canadian Pacific Railway, 233 Main street.
 Delaware, Lackawana & Western R. R., 289 Main street, Ellicott square.
 Erie Railroad, 309 Maia street, Ellicott square.
 Grand Trunk Railroad, 285 Main street.
 Lake Shore & Michigan Southern Railroad, corner of Main and Seneca streets.
 Lehigh Valley Railroad, 369 Main street.
 Miller's Union Ticket Office, corner Main and Eagle streets.
 Michigan Central Railroad, 299 Main street.
 New York Central Railroad, Main street.
 Nickel Plate, (New York, Chicago & St. Louis Railway,) 291 Main street.
 Niagara Falls & Lockport Electric Railway, 307 Main street.
 Northern Central Railway,
 Wabash Railroad, 287 Main street.
 Western New York & Pennsylvania Railroad, 21 Exchange street.
 West Shore Railroad, Main street.

Hotels and their Locations.

Albany.....	135 Main	Hotel Savoy	89 W. Genesee
American.....	Foot of Ferry	Leyden	138 Exchange
Arlington.....	Exchange and Wells	Lenox The	131-148 North
Barnes	278-280 Pearl	Mansion House....	Main and Exchange
Bradford House.....	110 Exchange	Moats'	1019-1021 William
Brainard House, The	1034 William	National.....	Exchange and Ellicott
Broadway	1773 Broadway	New Continental, Exch'g. & Michigan	
Broezel	Seneca and Wells	New Hotel Buffalo	37-39 Court
Carlton.....	Washington and Exchange	New Tift House	469 Main
Clinton	161 Clinton	Orleans The.....	606 Main
Columbia	129-131 Main	Peerless.....	271 Washington
Crandall House.....	965 William	Richelieu, The New	39 Swan
Dellmore.....	993 William	Rienzi The.....	354 Main
Drovers'	1005 William	Robinson.....	Washington and Eagle
East Buffalo.....	1151 William	Southern.....	Seneca and Michigan
Fillmore House...Michigan and Carroll		Stafford House	Washington and Carroll
Genesee.....	Main and Genesee	Sticht's.....	38 Huron
Goetz.....	194 Pearl	Stock Exchange.....	1009 William
Hotel Fillmore.....	52 Niagara Square	Terrace Park.....	240-244 Terrace
Hotel Iroquois.....	Main and Eagle	Tremont House..Seneca & Washington	
Hotel Gruener ...Huron & Washington		United States.....	Terrace and Pearl
Hotel Elmwood,,Elmwood & Amherst		Voss House	997 William



TYPICAL STREET SCENE ON THE WEST SIDE.

The Famous Pavements



THE PAVEMENTS of the city are world-famous. They are a source of delight, not only to those who ride in carriages,

but to all those whose residences face upon streets surfaced with this smooth and cleanly material. To the bicyclist they are the very acme of perfection. Perhaps in no other city has this popular pastime taken such a hold upon all classes of citizens as will be evident to the stranger during his first tour of inspection around Buffalo.

It has been truthfully said that the asphalt pavements, and the steam and electric railroads have done more than any other two agencies towards the development of that Greater Buffalo which is now becoming so inevitably certain. It has more smooth pavements than either Paris, London or Washington; the total amount of brick, stone block, and asphalt paving already laid being nearly 400 miles, of which about 250 miles are laid with asphalt, which has proven to be an unqualified success. Smooth pavements are no longer an experiment; they have been tried here, and after a continuous wear of fifteen years, many of them are in a good state of preservation. Asphalt pavements as shown by this city's experience are cleanly, durable and noiseless. The fewer interstices there are in a pavement, the less chance there can be for dirt and disease germs to accumulate; the smoother and more even the surface, the more readily it can be kept clean, and the nearer a city comes to achieving greatness by decreasing the wear and strain upon the nerves of its citizens, the more stable will be its growth, and the more comfortable its inhabitants. Paving is only done when a majority of property owners have petitioned for same, and their preference in regard to the material must be specified. The following streets, the longest in the city, are nearly all laid with asphalt:

Main street and Bailey avenue,	-	each 6½ miles
Delaware avenue, East and West		
Delevan ave. and Niagara st.	-	each over 5 miles
Genesee, Broadway, Fillmore ave.		
Seneca street	- - -	each over 4 miles
William and Jefferson streets,	-	each over 3 miles

Among the residential streets of the city, where the asphalt adds to the beauty and symmetry of the surroundings, will be found Prospect, Porter, West, Linwood, Glenwood, Elmwood, Delaware and Richmond avenues, and Summer, Bryant, Franklin and Pearl streets.

The Zoo

LOCATED in the northern section of The Park not far from the Meadow Gate of the Pan-American Exposition Grounds

and reached direct by the Zoo cars, is the Zoological Gardens of the Buffalo Park. It is indeed an interesting place for young and old and at almost any time of day crowds of people here congregate. The arrangements made for the comfort and safe-keeping of the various varieties of bear—the bear-pits—are particularly attractive, but perhaps not more so than the seal-pool. These seemingly being the most interesting specimens of the Zoological collection; as at all times the occupants of the above mentioned enclosures are disporting themselves before a major portion of the Garden's visitors. The monkey cage also comes in for a fair share of interest; mostly confined to the young people, with an occasional sprinkling of older folk, who take equally as much pleasure from their many and varied antics. But the Zoo cannot be given justice by mere description, and a visit to it will repay one for the time thus spent. We enumerate here the list of specimens exhibited, to which is constantly being added new and interesting attractions:



1 Bay lynx.	1 Zebo.	1 Cooper kawk.	1 Sculp'd terrapin
3 Grey wolves.	4 Bison.	6 Bald eagles.	2 Pond tortoise.
10 Red foxes.	1 Hybrid bison.	6 Ring doves.	2 Grey squirrels.
1 Amer. badger.	7 Red deer.	40 Guinea pigs.	2 European storks
16 Raccoons.	10 Wapiti deer.	1 Pine marten.	2 Blue heron.
2 Polar bears.	3 Fallow deer.	1 Mink.	2 Bittern.
1 Brown bear.	4 Angora goats.	1 Jap. monkey.	2 Sparrow hawks.
4 Black bears.	1 Common goat.	2 S. Am. monkeys	30 Quail.
1 Cinnamon bear.	3 Va. opossum.	1 Houta couga.	2 Gold'n pheasant
6 Woodchucks.	5 Horned owls.	12 Alligators.	3 Com. pheasant.
10 Prairie dogs.	2 Screech owls.	2 Brown pelican.	1 Macaw.
2 Can. Porcupines	2 Marsh hawks.	7 Allig'r terrapin.	2 Rattlesnakes.
1 Mexican burro.	4 Red tail hawks.	15 Terrapin.	2 Sea lion.

Total number of specimens, - - 253

A. B. Floyd,

Printer, Artist at the Work

35 Exchange Street, Buffalo, New York

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Population, Fares, and Distances.



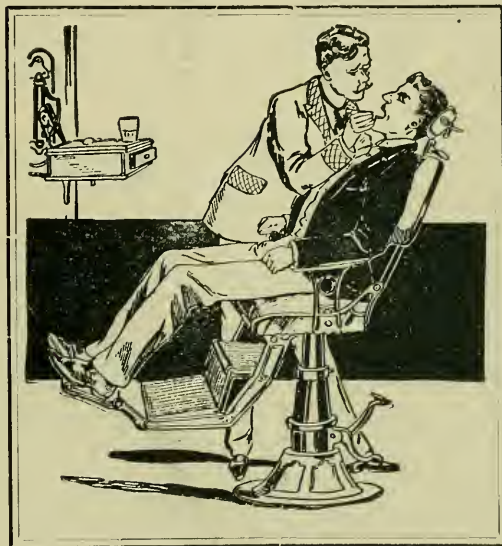
THE following table of populations, distances, and first-class fares from Buffalo to most of the important points in the United States and Canada, as well as many places of more or less local interest and importance, may be found useful to visitors. The population figures are taken from the last national census. (1890)

<i>Dist.</i>	<i>Place</i>	<i>Fare</i>	<i>Pop.</i>	<i>Dist.</i>	<i>Place</i>	<i>Fare</i>	<i>Pop.</i>
298	Albany.....	\$ 6.15	94923	925	Minneapolis...	25.00	164738
129	Ashtabula	3.65	8338	988	New Orleans ..	30.50	242039
31	Attica.....	.72	1994	443	New York.....	9.25	1515301
147	Auburn	2.90	25858	22	Niagara Falls..	.50	20003
400	Baltimore	10.00	434439	137	Oil City.....	4.13	10932
110	Bath	2.95	3261	70	Olean.....	2.10	7358
203	Binghamton...	5.00	35005	1005	Omaha	26.25	140452
499	Boston	10.65	448477	90	Palmyra.....	1.82	2131
0	Buffalo.....	0 . 400,000		394	Paterson	8.00	78347
537	Chicago.....	13 50	1099850	446	Philadelphia ..	9.25	1046252
183	Cleveland	5.00	261363	236	Pittsburg	5.40	238610
427	Cincinnati	12.25	296908	367	Poughkeepsie	7.63	22205
321	Columbus	9.15	88150	200	Pt. Huron.....	6.15	13543
132	Corning.....	3.25	8550	335	Pt. Jarvis.....	7.93	7217
77	Dansville.....	2.02	7998	371	Reading.....	8.50	58926
1584	Denver.....	43 00	106713	70	Rochester.....	1.38	133896
231	Detroit	7.00	205846	189	Rome.....	3.76	14991
1379	Duluth.....	25.00	32725	291	Saginaw.....	8 46	46215
40	Dunkirk	1.15	9461	248	Sandusky	6.80	19234
146	Elmira.....	3.30	30892	2940	San Francisco	70.50	298997
89	Erie	2 50	40634	281	Schenectady...	5.60	19902
371	Ft. Wayne	10.60	35392	265	Scranton.....	6.60	83450
121	Geneva.....	2.40	7555	131	Seneca Falls ..	2.60	6116
378	Grand Rapids	10.40	60278	31	Silver Creek...	.90	1687
65	Hamilton, Ont	1.95	48980	727	St. Louis.....	19.25	451770
318	Harrisburgh...	8.44	39385	910	St. Paul.....	25.00	133156
91	Hornellsville..	2.50	10996	151	Syracuse.....	2.98	88134
466	Indianapolis...	13 25	105437	291	Toledo.....	8.24	81434
120	Ithaca	3.30	11079	11	Tonawanda....	.22	7145
68	Jamestown	2.07	16038	105	Toronto.....	3.14	181220
422	Jersey City.....	8.00	163003	204	Utica.....	4.04	44007
394	Kalamazoo ...	10.05	17853	440	Washington ...	11.20	230392
1003	Kansas City...	26.00	133716	226	Watertown.....	5.23	14733
10	Lancaster .....	.20	1800	335	Wheeling	7.40	35052
25	Lockport .....	.50	16038	257	Wilkes Barre..	6.80	37718
135	London, Ont...	4.25	31977	250	Windsor	7.00	10332
601	Milwaukee	16 05	204468	425	Yonkers	8.79	32033



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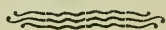
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STATLER'S RESTAURANT is located in Ellicott Square, in the very

heart of the business centre, within but a few minutes of all the railroad stations and docks, is an ideal eating place for the many thousands of tourists and sightseers who annually visit Buffalo, "The Falls," and the many points of interest which radiate from this centre. Opened to the public in July, 1896, it at once sprung into popular favor on account of its elegant and modern working equipment, enormous capacity, good service, liberal management and popular prices. Like a true friend it bears acquaintance and to-day it is one of the points of interest in the city.



View Showing First Floor Dining Room



CAFE ON FIRST FLOOR.

On this floor Steaks, Chops, Seafood, etc., are served at all hours, a la Carte, From 11:30 to 2:30 a Table d' Hote dinner is served daily for 40c. On Sunday Evening from 5 to 8:30 a SPECIAL Table d' Hote for 50c.

LOWER DINING ROOM. Descending a wide stair- way you reach the large

Lower Dining Room, floored with white Italian marble, daintily decorated walls, and ceilings, banked with flowers and palms, possessing an air of home-like comfort and cleanliness rarely found in a public eating place where 400 can be seated at one time. It is lighted by 12 arc lamps, and we draw special attention to the pure, cool air furnished by a 15-horse power fan on one side, constantly throwing a stream of fresh air, while an exhaust fan on the other side, of equal capacity, carries it out. Quick and prompt service to a large number is assured in this room, as it is provided with a 'serving counter' extending the entire length of the room, behind which are steam tables, batteries of tea and coffee urns, ice cream cabinets and pastry stations. Here regular Breakfast, Dinner or Supper is served for the modest sum of 25 cents.



View of Large Dining Room on Lower Floor.

Columbia National Bank

OF BUFFALO.

Prudential Bldg.

Church and Pearl Sts.

ORGANIZED, MAY 1892.

Comparative Statement.

REVENUES:

August 15, 1892	\$ 341043.54
" " 1893	1004627.66
" " 1894	1264768.68
" " 1895	1265164.38
" " 1896	1280481.40
" " 1897	1255330.74
" " 1898	1173768.40
" " 1899	1482868.36
" " 1900	2119351.12

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Pan-American Exposition.

ALL THE STATES AND COUNTRIES OF THE
WESTERN HEMISPHERE PREPARING
TO CELEBRATE THE NINETEENTH
CENTURY OF PROGRESS AT
BUFFALO IN 1901.

All Buffalo
Is Alert,

PREPARING the great Pan-American
Exposition to be held here. It may
be added that official representatives

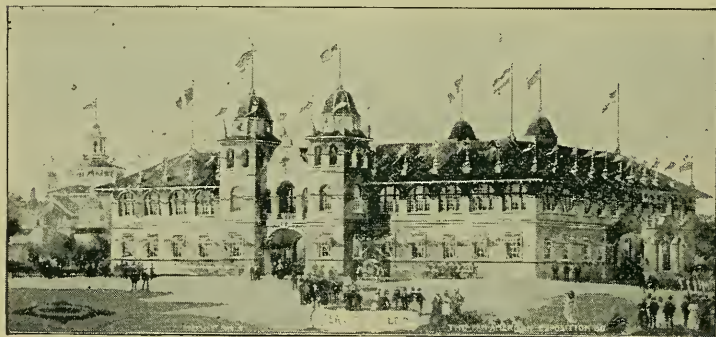
of nearly all the countries and states of the Western Hemisphere are also actively engaged in collecting their exhibits for the great enterprise. The Exposition is to continue six months and in many particulars will be the most magnificent spectacle ever presented in this country. The six special points of superiority over former Expositions will be: In electric lighting effects, in which more than 200,000 electric lamps will be used; in the completeness of its horticultural and floral embellishments; in original sculpture, there being more than 125 groups by American masters; in the brilliance and splendor of the hydraulic and fountain effects; in the magnificence and beauty of the color decorations; and in the court settings, by which will be produced vistas of exceptional grandeur.

The officers of the Exposition have at their disposal nearly \$6,000,000. The site is in the northern part of the city and consists of a beautiful landscape of 350 acres which includes a section of Delaware Park. The preparations for the Exposition are going forward with rapid strides and there will be over twenty large buildings and brilliant architectural features. To these may be added the numerous buildings for special exhibits, public comfort and other purposes. The style of architecture followed throughout the Exposition is a free adaptation of the Spanish renaissance, the architects finding their inspiration in the larger Latin-American cities. The principal buildings are

arranged around a system of courts in the shape of an inverted letter T (⌞), the various sections being known as the Plaza, Court of Fountains, Court of Lilies, Court of Cypresses, and Esplanade. It is within these courts that the principal decorative effects are to be employed. The scene at night, when all the buildings are outlined with bright fringes of electric lamps and the many fountains and aquatic poles are made fantastic with vari colored lights, will be that of a veritable fairy-land.

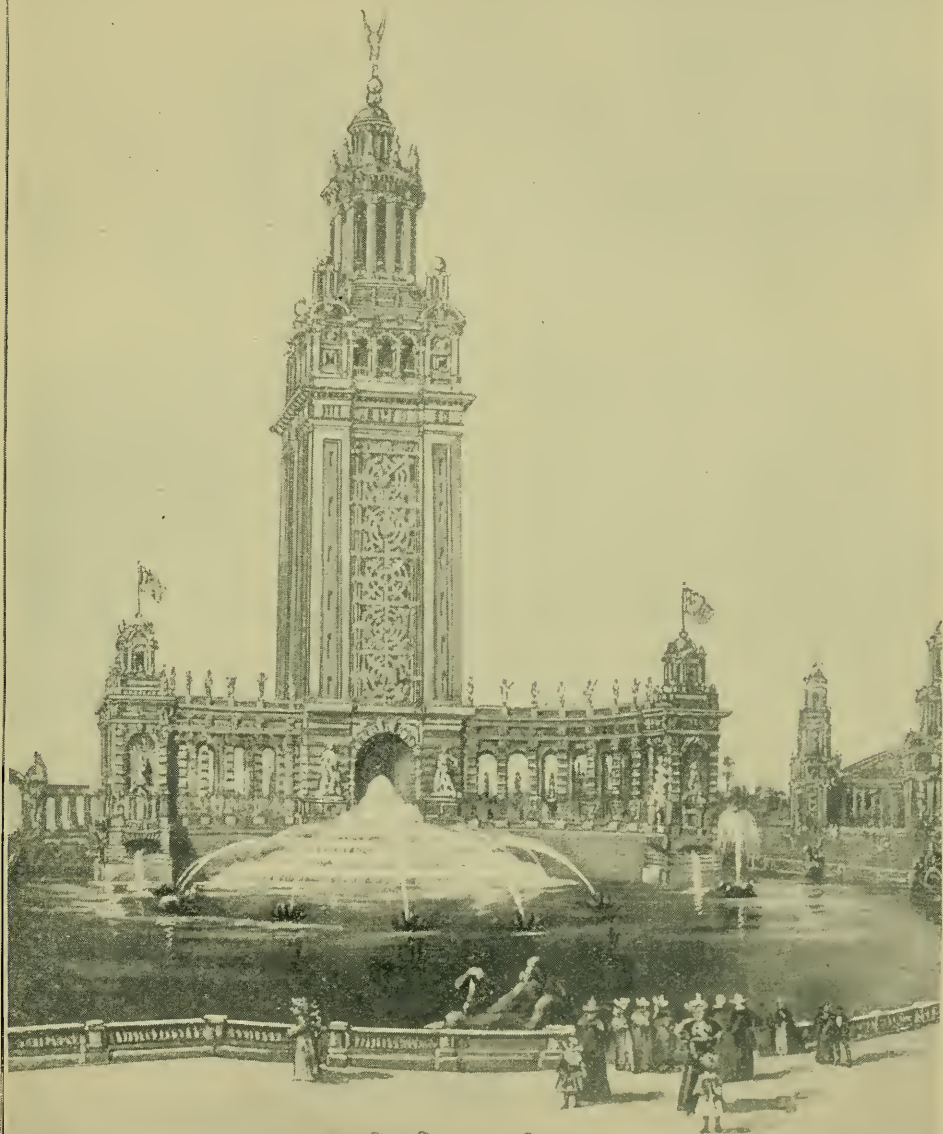
The buildings are all to be beautified with such architectural adornments as towers, domes, pavillions, minarets and a rich arrangement of pillars, consoles, medallions, arabesques and other plastic relief work. To convey an adequate idea of the variety and novelty of the ornamental features of the Exposition is quite impossible, the architects and artists, sculptors and landscape architects having seized upon every opportunity to impart an air of grandeur and festivity to their glorious work. In addition to the wonderful effects in floral decorations within the courts, the entire grounds of the Exposition will be a vast garden of foliage and blossoms. The out-door floral exhibits consisting of more than 500 beds of popular flowers and exhibits of nursery stock by leading horticulturists, which will contribute much to the exterior beauty of the Exposition. The harmonious tinting of all the buildings in combination with the bright gardens and sparkling fountains have given the title of the "Rainbow City" to this splendid work.

The large Service building, although small in comparison with the big Exposition structures, was completed in thirty-two working days, and was the first building erected on the grounds. It is the present home of a large corps



of officers and employees having immediate charge of the constructive work of the Exposition. This handsome building is on the west side of the grounds, and is 95 by 145 feet, two stories high. A broad arched drive-

way on the north side leads to the inner court. To the right and left of the driveway are entrances to the corridors that open into the various rooms of the

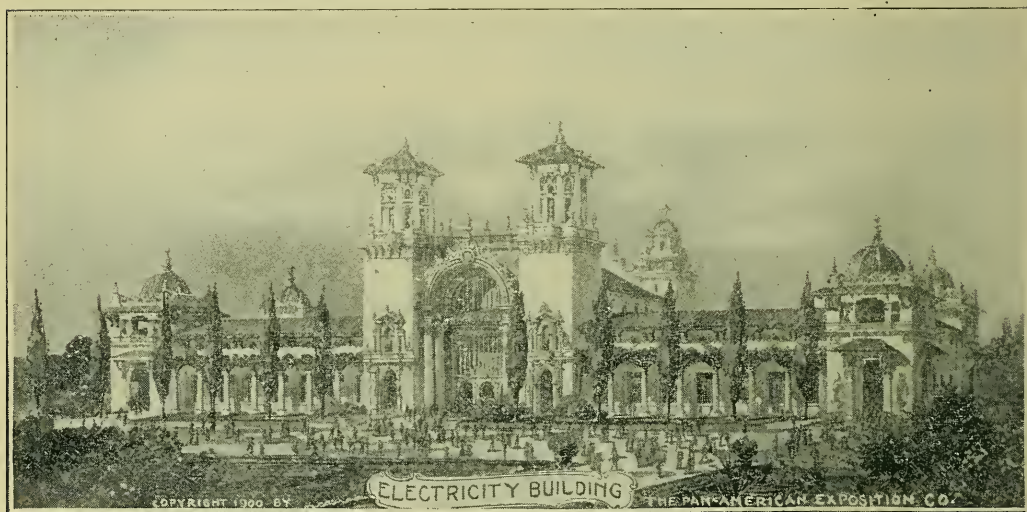


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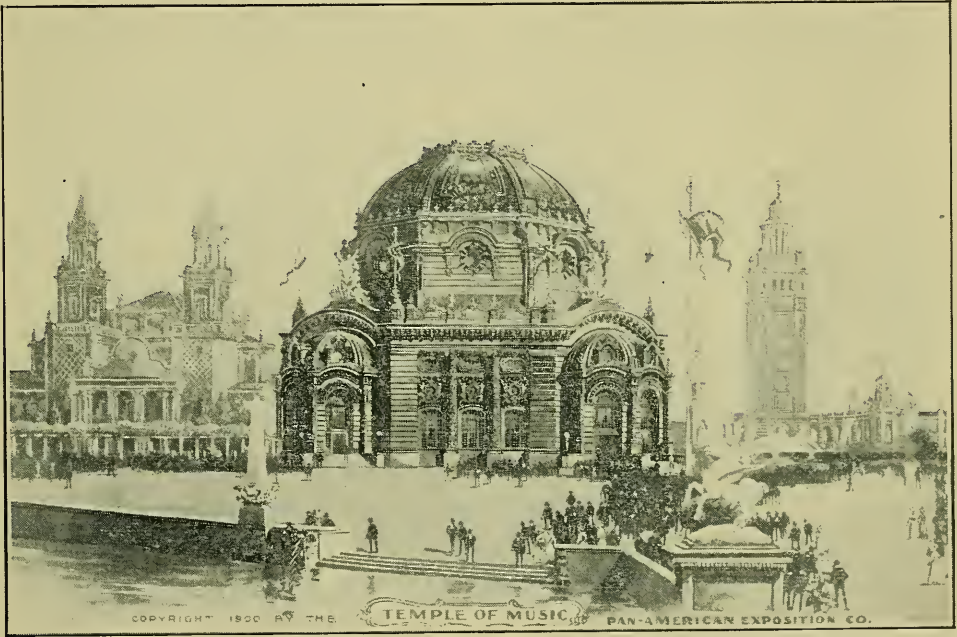
PAN-AMERICAN EXPOSITION CO.

building. In this building are the offices of the Director of Works, the Landscape Architect, Superintendent of Building Construction, Purchasing Agent, Chief Engineer, Mechanical and Electrical Engineer, with their numerous assistants. On the second floor is a large draughting room for the use of the architects, with fire-proof vaults at hand for the valuable drawings. In this room will also be the headquarters for the police and hospital service, the fire-department and the officers in charge of the transportation and installation of exhibits and other officers. The building is equipped with a cellar, kitchen, dining-room and numerous sleeping apartments, for the accommodation and comfort of those whose work requires their continuous presence on the grounds.



The electrical features of the Exposition will surpass anything ever contemplated, both in the architectural display at night and in the wonderful collection of electrical exhibits. A tower, 375 feet high and 80 feet square at the base, is the center-piece of the electric illumination. In its southern face a waterfall, some 70 feet high and 30 feet wide, has been planned, the veil-like cascade falling into a broad basin amid sparkling fountains. At a height of 75 feet will be a roof garden commanding a view of the entire Court of Fountains and the Plaza. Some 5 000 horse-power, transmitted from the great power plants at Niagara Falls, besides 4,000 horse-power developed upon the grounds, will be used in producing the wonderful illuminations and in driving the machinery of the Exposition. The electrical exhibits will show the most

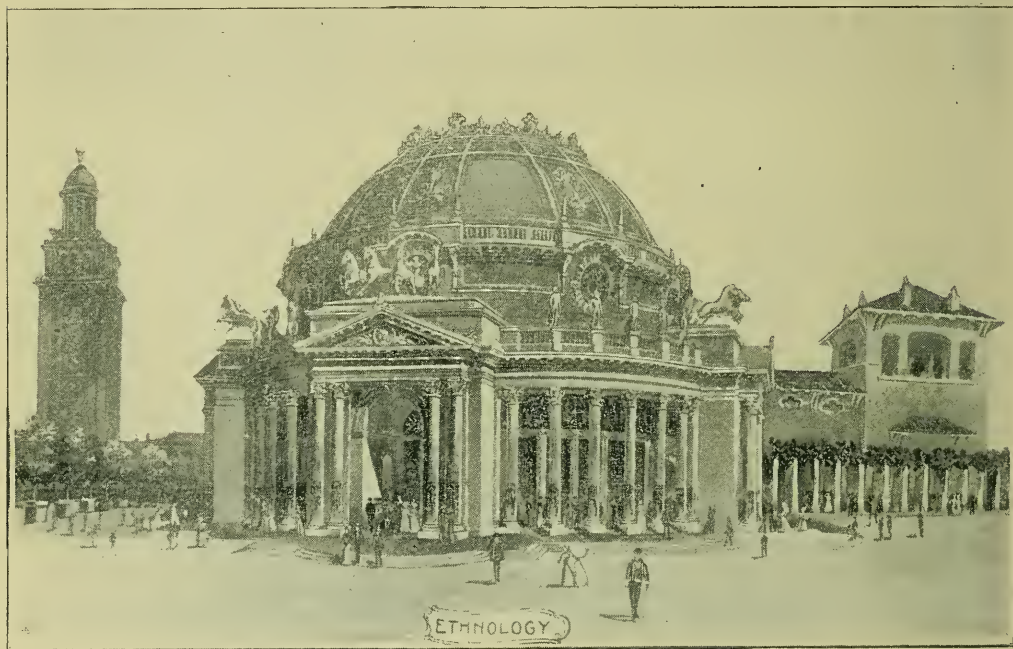
recent developments of the electrical science, including popular lessons upon the employment of electricity in the arts and the household, and showing the latest types of large dynamos and motors. The exhibits of electrical vehicles and boats will be of especial interest, on account of their very recent development. The Electricity building is 500 by 150 feet.



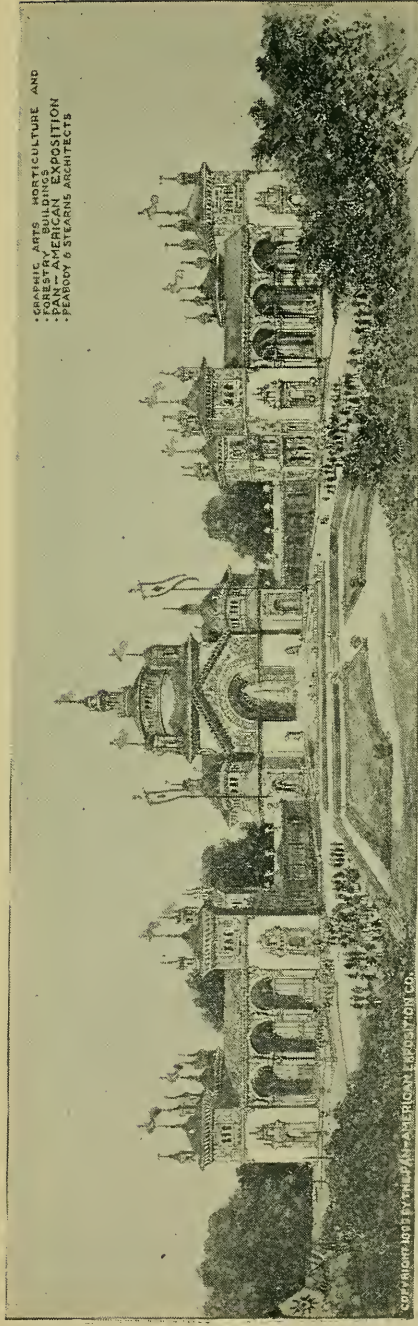
Particular attention will be given to music, and during the continuance of the Exposition many of the finest bands and soloists will be heard. The Temple of Music at the corner of the Esplanade and Court of Fountains will be one of the most beautiful buildings of the group and will contain a magnificent pipe organ embodying all the latest improvements in organ construction. Among the bands already engaged for a series of concerts are Sousa's Band and the Mexican Government Mounted Band of 62 men.

Two very beautiful buildings of a permanent character are: the Albright Gallery of Art and the New York State Building. These buildings have been placed upon the park lands, having commanding sites overlooking the North Bay. The New York State Building, costing upwards of \$150,000, will be used for State headquarters during the Exposition, and will then become the per-

manent home of the Buffalo Historical Society. The Albright Art Gallery, costing upwards of \$350,000, is the gift of Mr. J. J. Albright, of Buffalo. It is to be of white marble, resembling an Ionic temple, and will be used for the Art Gallery of the Exposition. It will afterwards be given into the custody of the Buffalo Academy of Fine Arts, and will become a public art gallery of Buffalo.



The Ethnology building will be a center of attraction for all who are interested in the study of ethnology and archæology. Among the features of this department will be a relief map of the Niagara Frontier, showing the sites of Indian villages when this country was a wilderness. A living exhibit of the Six Nations is being arranged. The Indians are building a village such as their pagan ancestors inhabited 400 years ago in Central New York. Among these will be the famous Council House of the Iroquois, 30 by 90 feet, built of elm bark by the tribes, without the use of a nail. There will also be several long houses, such as the Six Nations used. The Indians will observe the rites and customs of ancient times, and there will be displays of Indian utensils used hundreds of years ago.



Forestry and Mines.

Just west of the Temple of Music are the Horticulture, Graphic Arts and Forestry and Mines buildings. The Horticulture building, 220 feet square, is flanked on the south by the Forestry and Mines building, and on the north by the Graphic Arts building, each 150 feet square. The whole group is connected with arcades, forming a semicircular court, in which will stand the "Fountain of Seasons."

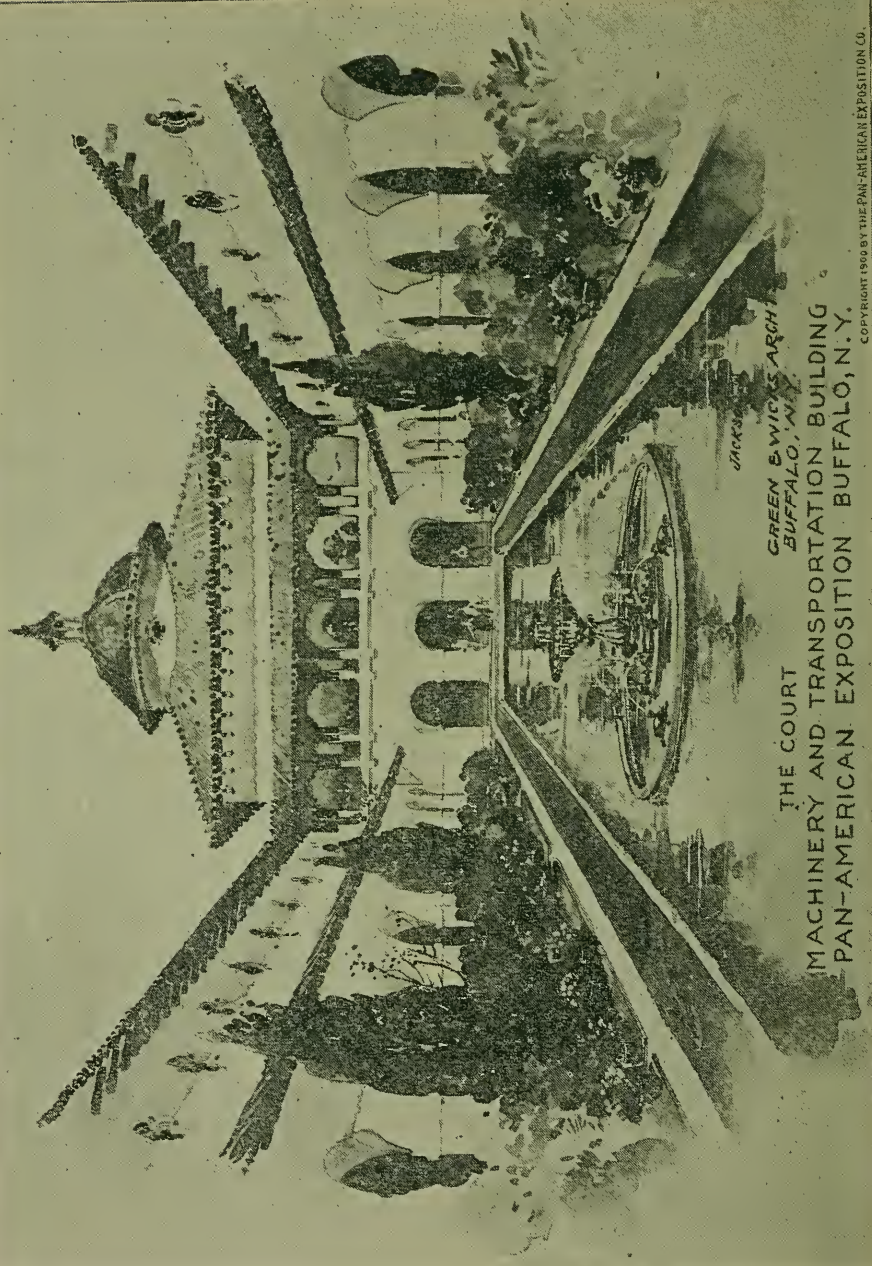
The Horticulture building will have a central lantern 240 feet high, at the intersection of the four arms of the Greek cross, which includes in its angles four small domes. Deeply recessed arched entrances are features of each facade.

The Graphic Arts and Forestry and Mines buildings are companion structures of the same size and style, having four corner towers. On the east facades are vaulted loggias of three arches each, which form the main entrances. Colored bas reliefs will ornament the broad white walls, while the pilasters of the facades and arcades will be decorated with arabesques of twining vines, fruit, flowers, birds, and children. The colored decorations will be confined chiefly to the vaulted loggia ceilings.

Two colored compositions will adorn the space above the eastern entrance of the Horticulture building. These will represent Ceres, goddess of the harvest, bearing in her arms a sheaf of golden wheat. Three lions, led by Flora and Primavera, will draw her chariot.

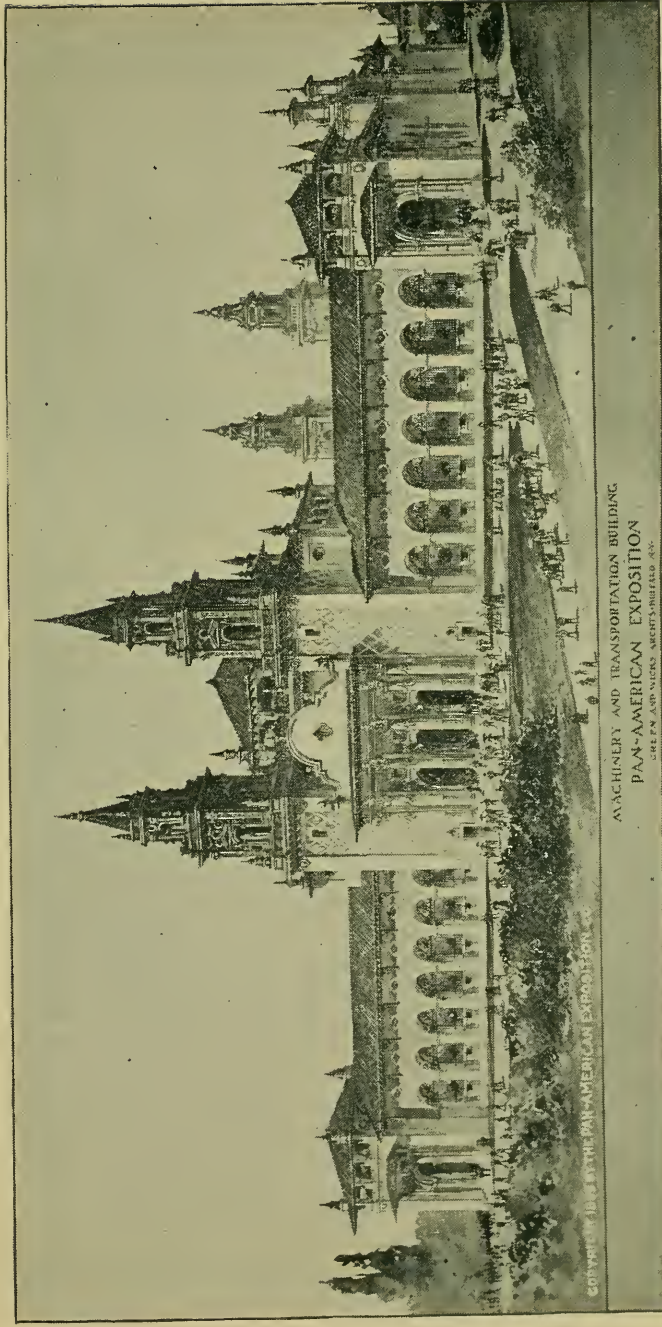
Horticulture.

Graphic Arts.



THE COURT
MACHINERY AND TRANSPORTATION BUILDING
PAN-AMERICAN EXPOSITION BUFFALO, N.Y.

GREEN & WICKS ARCHT.
BUFFALO, N.Y.



The Machinery and Transportation building and the Manufactures and Liberal Arts buildings, each 500 by 350 feet, will contain very extensive displays of machinery and the products of the shops and factories of the Western continent. The buildings have numerous entrances, the principal ones being in the center of the four facades. All the towers, pavillions, and other proper spaces are brilliantly illuminated, and made gay with banners and flags. Printing and other graphic arts have been accorded a special building and in these the exhibits will be of very great educational value and popular interest. The mineral and forestry exhibits will also have a special building. A valuable collection of exhibits is being prepared, showing the latest scientific knowledge with reference to hygiene and sanitation. Exhibits showing the latest methods and systems of education are also being prepared.

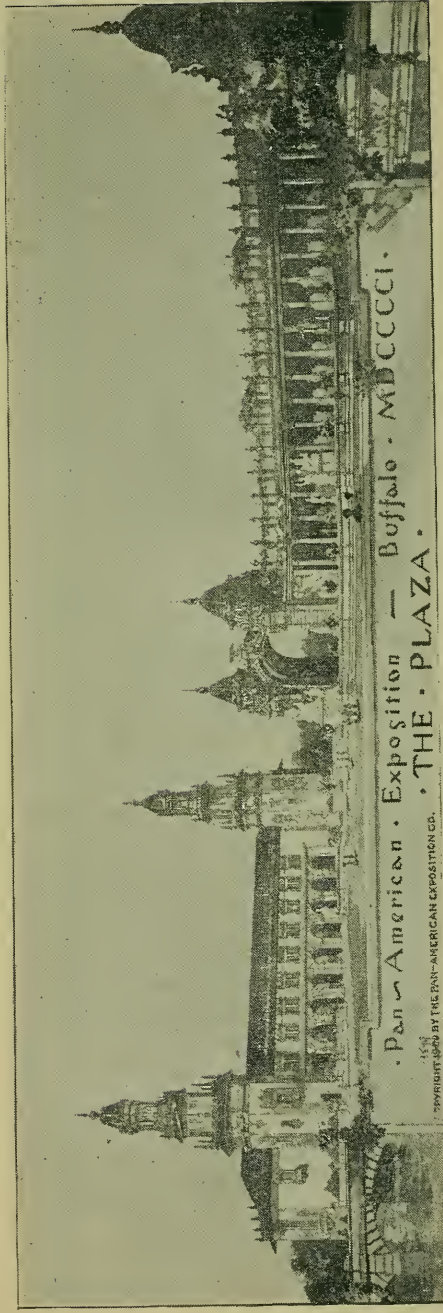


The United States Government is spending half a million dollars upon its building and displays. The Government group will consist of three large buildings, and the several departments will be represented by very complete and interesting exhibits. The Post Office Department particularly will make a most interesting show of the wonderful development of the postal system of this country. The United States Fish Commission will bring a large collection of the fish found in the waters adjacent to the countries of the Western Hemisphere. The exhibits from Cuba, Hawaii, Porto Rico and the Philippine Islands, all new and very interesting, will be under the auspices of the Federal Government. The War Department will have an extensive exhibit of modern war equipage, showing how the United States troops are clothed and armed for the stern duties of war. The ordinance bureau will show an historical collection of cannon and small arms, and samples of mountain, field and sea-coast artillery of the present day mounted on the most improved steel carriages, dynamite guns and projectiles of all kinds. The Quartermaster's Department will show uniforms, sets of colors, standards and guidons and illustrations of means of transportation. The Medical Service will display a complete set of army hospital supplies, surgical instruments and apparatus. The Signal Corps will show the construction of telegraph and telephone lines and war balloon trains. The Bureau of Engineers will exhibit models of bridge equipage, torpedo cases, connecting batteries, models of forts, river and harbor improvements. The Department of Agriculture will make a very large display, through its bureau of animal industry, weather bureau, and the divisions of etomology, ornithology and mammalogy, botany and horticulture, forestry, chemistry, statistics, microscopy, vegetable pathology, pomology, records and

editing, illustrations, and the office of experimental stations. The Navy Department will display models of men-of-war, including the latest types of battleships, monitors, protected and unprotected cruisers, gun-boats, including the dynamite gun-boat Vesuvius, rams, torpedo boats and torpedo boat destroyers, and a nickel-plated model of the sub-marine boat Holland. The victorious fleets of Manila and Santiago will be separately grouped. The visitor will be able to examine close at hand such interesting objects as rapid fire guns, gatling guns, rifled cannon, torpedos, gun carriages, and shot and shell of all kinds. A working model of a dry-dock, and historical naval exhibits will be among the features of these displays. Extensive exhibits will also be shown by the Treasury Department, the Department of State, Department of Justice, Department of the Interior, Smithsonian Institute, National Museum, the Department of Labor and the Bureau of American Republics. The Treasury of the United States will establish in a separate building on the Park Lake shore a regular life saving station, showing all modern apparatus and devices including a life boat and surf boat for saving lives upon our coasts. A captain and a crew of ten men will give exhibitions daily showing the actual operations and uses of all the devices employed in the modern life saving service.

Mexico, Canada, and nearly all the countries of Central and South America have accepted invitations to be present and are preparing exhibits that will do credit to the countries they represent. Some of these countries will have buildings of their own. It is estimated that the Midway attractions will cost more than \$2,500,000. The main street of the Midway is over three-fifths of a mile long, there being more than a mile of frontage. Some of these features are vast exhibits in themselves, consisting of numerous attractions where one may spend much of his time delightfully. Among the many novel attractions are: "A Trip to the Moon," "The Beautiful Orient," "Darkness and Dawn," Roumanian Village, Japanese Tea Garden, Street in Old Nuremburg, "Mirror Maze," "Mining Camp of '49," "Fire Dance," Miniature Railway, Florida Everglades, Animal Show, Ostrich Farm, Steeplechase, Indian Congress, Old Southern Plantation, "Hawaiian Volcano," "Streets of Mexico," Roltaire's "House Upside Down," Moving Pictures, Scenic Railway, Wild African Village, "Venice in America," Thompson's Aerio-Cycle, etc., etc. There will also be a large and attractive building devoted to small exhibits of a very interesting and instructive character.

The Pan-American Midway will surpass all former Expositions in the variety and novelty of its attractions, and in the outlay of money necessary to produce them.



Standing at the great electric tower and looking to the north, the visitor will have before him the Plaza or square, a beautiful open space 350 by 500 feet. On the opposite or north side of the Plaza, will be the Propylaea or monumental entrances, connected by a curved colonnade 280 feet long. These form an architectural screen of exceptional beauty, shutting out the steam and trolley railway station at the northern end of the Exposition grounds. The Propylaea is a magnificent creation, consisting of two massive arched entrances or gateways at the extreme eastern and western ends of a long, gracefully curved colonnade. These gateways are 36 feet wide by 54 feet high. Two open towers surmount the sides of each arch, and above the twenty tall Ionic columns that form the colonnade is a pergola or arbor over which growing vines will wind their delicate tracery of green.

A large building at the left, 341 feet long and 52 feet wide, with towers 164 feet high, will be used for restaurant purposes. This forms also the eastern entrance to the Midway or pleasure ground, where the visitor may find a collection of entertainments that will astonish the most cosmopolitan traveler.

Directly across the Plaza from the Restaurant building is a companion structure of the same dimensions, forming the entrance to the Stadium or Athletic Field. A terrace slightly raised above the general level, will form the central portion of the Plaza. The terrace will surround a sunken garden, in the center of which will be a band stand, the terrace affording a large space for the listeners.

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The Agricultural building is 500 by 150 feet and will contain a large collection of agricultural products of the latest type of development, with many exhibits showing agricultural systems, college work, the use of fertilizers and successful farm management in general. The live stock displays will occupy about ten acres, accommodations being provided for an aggregate of 6,000 animals. A fashionable horse show will be held in August, and shows of cattle, sheep, swine, and poultry and pet stock in September and October. These shows will bring out representatives of all the finest breeds in all the lines named. It is estimated that a total of 25,000 individuals will be exhibited in the live stock division. A special building will be devoted to displays of dairy machinery and management and exhibits of dairy products. Agricultural machinery will be displayed in the commodious building in the northern part of the grounds. Here will be brought together all that is newest and most efficient in the management of the soils, the harvesting of the crops and the preparation of them for the market, and for all purposes of the farm. The exhibits will embrace the giant harvesters that reap and thresh the grain upon the great ranches of California, and the more simple harvesters best known to the eastern farmer. It will include the latest patterns of plows, cultivators, garden machines, threshing and ensilage machinery, corn planters and harvesters, potato planters, cultivators and diggers, a great variety of farm engines, a special exhibit of wind-mills, and the many machines and implements that are employed in up-to-date farming.

It is important to the visitor to know that ample restaurant arrangements have been made so that the most exacting demands will be fully met. It will be easy for visitors to obtain satisfactory meals, suited to the variety of tastes of all. The transportation facilities are intended to be perfect. A Grand Canal completely surrounds the main group of buildings and upon this, as well as upon the lakes, there will be numerous boats for the convenience of visitors. Buffalo has one of the most perfect street railway systems on the globe, and a five cent fare will carry the visitor to or from any part of the city. The electric cars will reach three sides of the grounds, and in addition to these all the steam railways entering Buffalo will have access to the station at the north end of the Exposition. It is important to those who are unfamiliar with the vicinity of Buffalo to know that the famous Niagara Falls are only thirty minutes ride from the Exposition. Here also are to be seen the largest electric power plants in the world, developing power by means of the most powerful turbine water wheels ever built, and transmitting it to Buffalo and other places by means of electric cables.

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The Stadium will offer to the lovers of sports the most spacious and splendid arena ever erected in America. The Athletic Carnival to be held during the great Exposition will be the most notable in the history of American sport. The co-operation of many of the best promoters of athletic games and contests has been secured. Visitors to the Pan-American Exposition may therefore expect to witness the meeting of the most famous athletes in the world, in competition for prizes worthy of their best feats of endurance, strength, and skill.

It is said that the great Colosseum at Rome, built in the first century of the Christian Era, could accommodate 87,000 spectators. The Pan-American Stadium will be 129 feet longer and but ten feet narrower than the historic amphitheater of Rome. The Stadium, however, will have a larger arena, and the seating capacity is estimated for 25,000 people. The top row of seats will be sixty feet above the ground, and every seat will command a perfect view of the vast interior. Standards are to be placed at various points for the support of awnings in such a way that they will not obstruct the view from the other seats.

The Stadium will cover ten acres of ground and its situation is on the east side of the Plaza, opposite the Midway. It is near the great entrances from the steam and trolley railway station, at the extreme north end of the Exposition grounds.

A large and picturesque building forms the main entrance to the Stadium. This is 241 feet long by 52 feet wide, with towers 164 feet high. The style is in conformity with that of the other buildings, with an arcaded effect in the lower story, red tiled roof, broad eaves and bright colors. The old Spanish towers give a finished beauty to the structure and make it one of the most prominent features of the Exposition.

The Director-General of the Pan-American Exposition is William I. Buchanan, for six years United States Minister to Argentine Republic. Mr. Buchanan was director of the departments of Agriculture, Live Stock and Forestry at the World's Columbian Exposition at Chicago, and was the only man considered by the directorate of the Pan-American Exposition for the chief executive office. When he consented to resign his foreign mission and become the head of this mammoth enterprise it was a cause for general congratulation among those interested in the undertaking. His superior executive abilities, his complete knowledge of Exposition management and thorough acquaintance with Latin-American countries gave immediate assurance of the success of the enterprise.

“Beautiful Orient”

IT IS generally conceded even by rivals, that the attraction to be known as the “Beautiful Orient” is one of the greatest

financial enterprises of the Exposition Midway and Gaston Akoun, who holds this very valuable concession is planning his attractions on a prodigious scale of grandeur. These

plans as present prepared call for presentations of the most salient characteristics of the far East, with oriental buildings, costumes, racial peculiarities, bona fide natives, animals, and in fact all of the glittering paraphernalia necessary to transplant a section of the mystical East in the very heart of the prosaic West.

The general outlay of the great tract of land which will be covered by the Orient buildings is for a huge plaza in the center; an open court representing one of the places of Mecca in which Mohammedans gather after a pilgrimage. Diverging from the plaza there will be eight streets and down those various streets the buildings will be so constructed that



DONKEY STATION.—In the “Beautiful Orient.”



COURT AND MINARETS OF THE MOSQUE EL AZHAR.—"Beautiful Orient."

each street will be characteristic of a different nation or typical of some great oriental city. One of the streets will be a faithful reproduction of one of the principal thoroughfares of Turkey's great city of Constantinople; one will represent a street in Morocco; another one in Algiers; another one in Tunis; one in Teheran; one in Cairo; and one in Syria and Tripoli.



CAMEL BAND—Enroute to the Plaza of Mecca, "Beautiful Orient."

Besides these features there will be an encampment of Bedouin Arabs, and the peoples who will be seen in the streets and encampments will be representative specimens from the countries they typify.

At certain hours of the day a Mohammedan high priest will, from a minaret in the plaza, summon the faithful to prayer, and that call will introduce a startling spectacular parade and an exhibition of Oriental worship and customs. There will be shown an Oriental wedding, departure of the sacred carpet to Mecca with the sacred bull, and a realistic presentation of the famous Algerian Grand Fantasia by a troupe of genuine red warrior Spahis, showing wild riding,

shooting and mimic fighting. Besides these features there will be Olympian games, sword contests, Hindoo jugglers, wrestlers, gun spinner, dancers, acrobats, torture dancers, and snake charmers. The buildings necessary to house all of the wonders to be shown in this great gathering together of the people of the East, will cover a space of 175,000 square feet, and the financial outlay will be fully in excess of \$100,000 before the gates are opened.

“A Trip to The Moon”

IT IS NIGHT, and the heavens sparkle with a myriad of stars. The voyager is directed to go aboard the airship “Luna,” moored at a convenient landing. When all is ready the cables are thrown off and the ship rises steadily to a height of about two miles. The air is clear, and you can see the many lights on earth below. We now pass eastward over Rochester, Aldany and then southward over New York. The earth now falls rapidly behind. We are going at a terrific velocity, as noted by the resistance of the air, which seems to blow hard in our faces. The earth becomes a large ball and the moon grows larger. We are fast nearing the satellite, and soon find the ship moored to a landing on the moon. Guides receive us and show us to the palace of the Man in the Moon. His Majesty receives the party, bidding them welcome and accords them the freedom of his domains. We are then shown about the splendid palace and through the streets of the City of the Moon. The ladies are especially interested in the show windows of the Moon shops. The trip may be made with entire safety, and the return to earth leaves one with the remembrance of having passed through a wonderful experience.

“Darkness and Dawn”

ANOTHER of the features of the Midway is a presentation of Dante’s “Inferno.” It is remarkably realistic, with enough of comedy to relieve the gruesomeness that otherwise might jar sensitive natures. The visitor is conducted to an elevator by which he seems to go down, down into hopeless darkness. As he steps from the cage he finds himself in a cool retreat with jovial companions, such as a living skeleton, a widow in her weeds, an undertaker or two. It is the threshold of the place which good people wish to avoid in the hereafter. He is lead through a series of corridors and grottos, along burning lakes and other devices of torture. Presently the scences of purgatory are passed and the visitor comes to the “Grotto of Dawn,” where maidens are dancing and singing and wonderful illusions greet the eye. After this happy ending to the journey the visitor returns to everyday life.



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NIAGARA FALLS, N. Y.

Niagara Falls.

Juxtaposition.



GUIDE to the city of Buffalo would be incomplete indeed should it omit some mention of this great wonder: "Nature's

Wonderland." Yet it is not within the scope of "Ins and Outs of Buffalo" to furnish as complete a guide to the Falls as it does to the Bison City. Niagara Falls is located about twenty-two miles north of Buffalo, and is connected by several railroads and an electric line. Because of the great power plants now located at the Falls, which furnish much of the power for manufacturers, etc., in Buffalo, the property all along the Niagara Frontier is sure to become more



A WINTER SCENE AT NIAGARA FALLS.

valuable, and the day is not far distant when the two cities shall be united, if not as one municipality, surely by bonds of mutual interests.

The importance of the great Falls, Rapids and Gorge of the Niagara river cannot be overestimated. In its immense volume of water, its grand scenery and its historic lore, the Niagara is one of the most renowned rivers of the world. Its great cataract has defied the descriptive powers of poets and philosophers and baffled the deliniative skill of painters and photographers.

The Falls of Niagara were known to the Indians from Labrador to the Pacific coast long before the advent of the white man. As early as 1535, the Indians dwelling about the mouth of the St. Lawrence, told Jacques Cartier of the existence of the Falls. In 1678, Father Hennepin, who accompanied LaSalle, states that he personally visited the cataract, and describes the Falls at some length. He spelled the name "Niagara" from the Iroquois pronunciation—Ni-ah-gah-ra—which signifies "Thunder of Waters."

The Falls must ever endure as Nature's greatest marvel, and it will for all time to come perpetuate its own fame as the foremost pleasure resort of America. The magnificence of the Falls is stupendous in its entirety—it stands supreme forever. This view below is obtained from a point on the American side, near the upper steel arch bridge, from which the most comprehensive view of

the Cataract of Niagara can be obtained. From the extreme eastern border of the American Fall, the face of the mighty curve measures more than three-quarters of a mile before the Canadian shore is reached. Over the precipice, 165 feet in height, there flows the enormous volume of 300,000-000 cubic feet of water every 24 hours—an amount



PANORAMA OF NIAGARA.

.....

sufficient to produce, by the energy of its fall, a daily supply of power equal to the latent power of all the coal mined in the world each day. The comparatively small amount of water which is taken from above the Falls to supply the power plant of the Niagara Falls Power Company does not make a difference of half an inch in the depth of water passing over the brink. It is estimated that the depth of water in the center of the Horseshoe Fall is from twenty to

thirty feet. It is known to be over eighteen feet deep, because in 1829 the schooner 'Detroit,' filled with water and drawing eighteen feet, was sent over the fall and met with no obstruction.



Including the Lunar, or central fall, the American Falls are about 1,000 feet wide, and have a fall of 164 feet. The rapids above the falls descend some 40 feet in the last half mile of their course before plunging into the Gorge. The American Falls, although not so large as the Canadian Falls, are more permanent, showing practically no recession in the last fifty years.

AMERICAN FALLS—From Goat Island,

The Horseshoe Falls got the name from having been, when first visited by white men, in the shape of a horseshoe. So rapid, however, has been the wearing away of the precipice from the action of the water that the fall is now more of a V-shape than a curve. These geological changes of the Canadian Fall have taken place within the memory of men now living, and it is stated by scientific investigators that if this recession continues, the Falls will eventually recede to a point south of Goat Island, leaving the American Falls perfectly dry.



HORSESHOE FALLS.

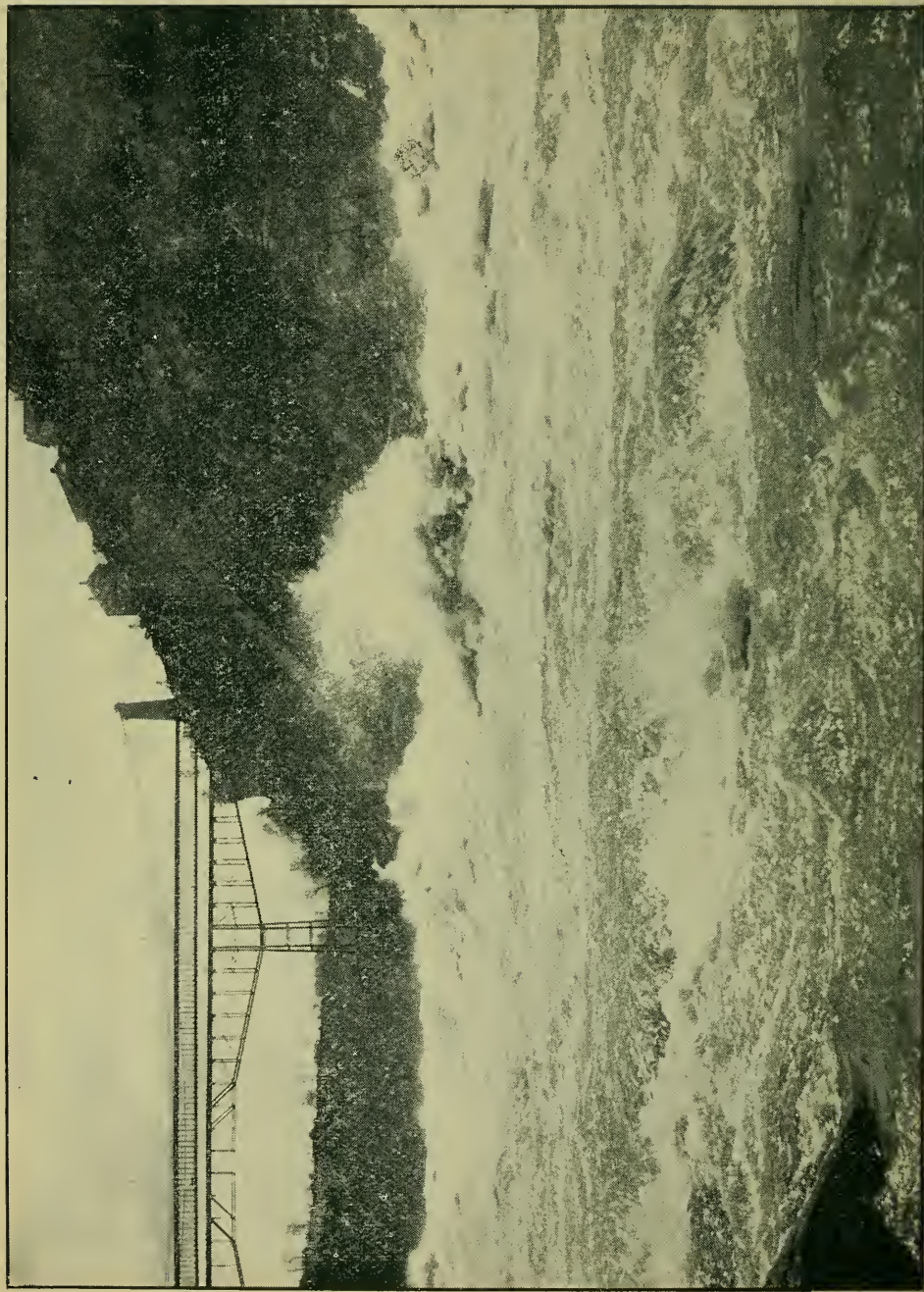
The contour, or face of the Horseshoe Fall measures 2750 feet from Goat Island to the Canadian shore. The volume of water passing on this side is said to be nearly twice as great as that going over the American Falls.

The visitors first impression of the Falls is apt to be dissappointing, but as the magnificent cataract is studied from different points of view its grandeur and magnificence grow, and after various views obtainable from the level of the upper river have been exhausted, one should go down the inclined railway and view the cataract from below. Here the scene is far more impressive. Above towers the white wall of water formed by the America Falls, while across the pool into which the

waters pour, the Canadian Fall, like a green curtain, shines in the sun like a solid mass of emerald. The surface of the little pool on which the pleasure steamer, "Maid of the Mist" is navigated is comparatively smooth, although there is a continual whirling, boiling action of the waters which tell of powerful currents and eddies hundreds of feet below. The actual depth of the pool is not known, but it is estimated at more than 250 feet. The view here shown is from below the Falls, looking up at Luna Falls and Luna Island.



ROCK OF AGES.



WHIRLPOOL RAPIDS.

At a point just below the great railroad bridges the gorge suddenly narrows and the Whirlpool Rapids begin. The depth of the channel of the river at this point has never been ascertained, although calculations, based on the volume of water passing through it, place it at nearly 300 feet. So precipitous is the rocky bed of the stream that the waters attain a speed of thirty miles an hour, and the waves that are formed in its passage reach a height of thirty feet at times. Three attempts have been made to navigate these rapids in vessels, all being successful. The feat was successfully accomplished by the old steamer, "Maid of the Mist" several years ago, and C. A. Perry, of Niagara Falls, went through safely in a life-boat, which he made himself. In July, 1900, the experiment was again tried by Peter Nisson, who contemplated establishing an excursion trip for the Pan-American year. He fortunately escaped with his life, and was thoroughly convinced that such an undertaking would not be wisdom. Two persons have attempted to swim through the rapids. One got through alive, Captain Matthew Webb, an Englishman, who had swum the English Channel successfully, lost his life in the Niagara rapids, on July 24, 1883. Several persons have gone through the rapids successfully, enclosed in barrels built for the purpose.

Half a mile below the rapids the river broadens, and, changing its course suddenly, an immense whirlpool is formed, into which is gathered the floating material that the current has brought down from above. Driftwood, which may have started far up in Lake Superior on its course to the sea, may here be seen whirling slowly about on the surface current that seems to make a complete circle from side to side of the chasm. Occasionally, the fragments of a wrecked vessel will be seen in the Whirlpool's clutches, brought from above the Falls by the river, and here too are usually found the bodies of the unfortunates who, through accident or the deliberate intent to end their lives, are carried over the cataract to a certain death. Many accidental deaths occur every year in this way, while Niagara Falls has long been known as a favorite resort for suicides. Once the unfortunate victim is in the grasp of the swift current above the Falls there is no hope for him, although the history of the region teems with stories of efforts to succor those whose rashness or folly has led them too near the brink of the Falls.

Looking across the Whirlpool one may discern a wooded glen running back from the river on the Canadian side. This glen, it is said by geologists, marked the original channel of the river, but, owing to some mighty convulsion of nature, that outlet for the waters of the great lakes was closed and the river was forced to make a new passage for itself through the present channel. In

cutting out its new course the waters have worn away the rocks into peculiar and interesting shapes. Not the least interesting of these is the large rock which towers up on the Canadian side just at the angle where the river turns from the Whirlpool to flow onward towards Lake Ontario. For years every photograph taken of the Whirlpool from American side has shown, apparently carved in the top of this rocky eminence, a strange resemblance to a human face. The action of the atmosphere has crumbled the rock to such an extent that the face is plainly discernible. It has been named "The Demon of the Gorge," and it stands immovable and inscrutable, keeping watch and ward over the awful secrets of Nature and the mysterious Whirlpool. The lower right hand picture in the group on page 106 illustrates the subject.

Below the Whirlpool the channel through which the waters have to force their way becomes narrower, and a second set of rapids are formed by the descent of the stream—not so swift nor so tumultuous as the Whirlpool Rapids, but still very swift and strong and of great interest. To this series of lower rapids has been given the name of "Devil's Hole Rapids," the name being that of a historic spot a little farther down the Gorge. The channel of the river is said to be deeper through these rapids than at any other point, but the exact depth cannot be ascertained, because the strong current deflects any sounding apparatus that can be used.

The only suspension bridge now spanning the Niagara river is the new structure, which crosses from a point a little above Lewiston on the American side to the village of Queenston, named for Queen Charlotte, on the Canadian side of the river. The tall shaft which stands on Queenston Heights, and is visible for miles around, was erected to the memory of Gen. Brock of the British Army, who was killed in battle with the Americans, on October 12, 1812.

To reach the Falls from Buffalo one may find steam cars almost any hour; New York Central, or Erie Railroads, which make the trip in thirty minutes, or the Buffalo & Niagara Falls Electric Railway. In reference to the latter service we call your attention to page 103 of this guide. Having arrived at the Falls it is well to get your "bearings," for the first visit invariably confuses the visitor as to the points of the compass. The river flows almost due north until it reaches the Falls, where it turns toward the east, and after taking its tremendous leap, has a still farther easterly trend as it passes down the Gorge. To get a correct impression of the lay of the land, and at the same time obtain a magnificent view of the whole surrounding one should ascend the observation tower which stands close at hand and rises to a height of 300 feet; the top being 490 feet above the level of the river below the Falls.

Points of Interest at Niagara Falls.

The points of interest on the American side should be visited in the order named below. These are all absolutely free:

Prospect Park, side view of the American Fall and front view of the American Rapids.

Goat Island Bridge, Bath Island, Bath Island Bridge, Luna Island, Luna Fall, Biddle Staircase, Horseshoe Fall, side view; Terrapin Point, Hermit's Cascade, Three Sisters Islands, Little Brother Island, magnificent view of the Upper Rapids.

Fifteen cents will pay for a round trip across the Steel Arch Bridge to the Canadian side, where the following views can be had and the following points of interest visited, also without any cost whatever:

American Fall, front view; Horseshoe Fall, front view; Canadian Rapids, front view; Ramblers' Rest, Inspiration Point, Split Rock, Rainbow Ramble, The Flower Gardens, Recreation Lawn and Table Rock.

The points of interest where fees are charged are as follows:

The Cave of the Winds, Goat Island, including guide and suit, one dollar. Inclined Railway, Prospect Park, round trip, 10 cents. Tower, 300 feet high, 25 cents. Museum, 25 cents. Round trip on the "Maid of the Mist," including suit, 50 cents. Hydraulic Elevator, Canadian side, 50 cents. Whirlpool Rapide Park Elevator, 50 cents. Observation trains, N. Y. C., Lewiston and return, 40 cents. Niagara Gorge and Lewiston by trolley, "Gorge Route," round trip, 75c. Canadian side, trolley to Queenston and return, 60 cents. Belt Line trip, Niagara Falls to Canadian side, thence to Queenston, Suspension Bridge to Lewiston and the "Great Gorge Route" back to Falls, \$1.00



Where to Go

ALTHOUGH Buffalo covers such a vast territory, yet it is a very easy matter to reach any important point in the city

without a loss of time and at a slight expense. Some of the most noteworthy places are herewith enumerated, together with a brief direction as to the quickest and most economical way of reaching them:—

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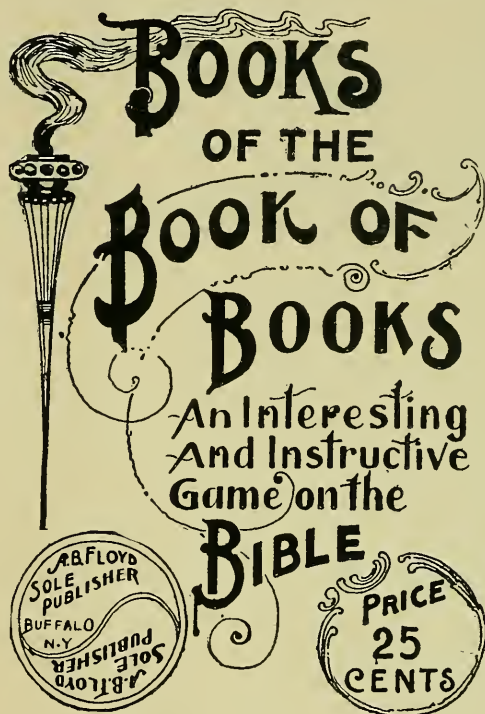
Buffalo Facts.

Theaters, 9.
Area of City, 42 square miles.
Population, 400,000. City Directory Canvas
Inexhaustable pure water supply.
Possession of unlimited electric power, principally generated at Niagara Falls.
Very cheap coal, Natural Gas in abundance.
Is a great Convention City.
Has 47 Hotels.
Free Library, 50,000 books.
60 Public Schools.
187 Churches.
26 Hospitals and Infirmaries.
4 Savings Banks.
20 Commercial Banks.
12 Large Flour Mills.
41 Grain Elevators, total capacity, 20,650,000 bu.
Has about 3,500 manufactories, and about 100,000 operatives.
28 Railroads enter the city.
250 Passenger Trains daily.
223 miles of Asphalt paved streets.
180 miles of Electric Street Railways.
Live Stock—Horses, Cattle, Sheep, Hogs—about 9,000,000 handled yearly.
Lumber Trade—Buffalo forms with adjacent town of Tonawanda, the largest Lumber Market in the country.
Coal Trade—Very large, about half a million car loads are handled yearly.
Buffalo is the most healthful large city in the United States. The death rate for 1899 was 12.72 per 1000.
City and County Hall cost \$1,500,000.
New Post Office covers entire square. Site and building estimated cost, \$2,000,000.
Ellicott Square Office Building, covers entire square. Site and building cost \$3,350,000.
National Guard—65th Regiment, Headquarters, N. Y. State Arsenal.
74th Regiment, Headquarters, Armory. New Armory occupies entire square. Site and building, estimated cost, \$1,000,000.
Rate of Taxation for 1899, County, \$4.95—City for 1900, \$17.4636 on value of \$1,000.

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In what book is recorded the description of the Deluge or Flood, and the Ark? VI & VII.

In what book can be found an account of the first murder? IV: 8-10.

In what book do we read of Abraham offering his son Isaac as a sacrifice, when an angel stayed the hand of Abraham? XXII.

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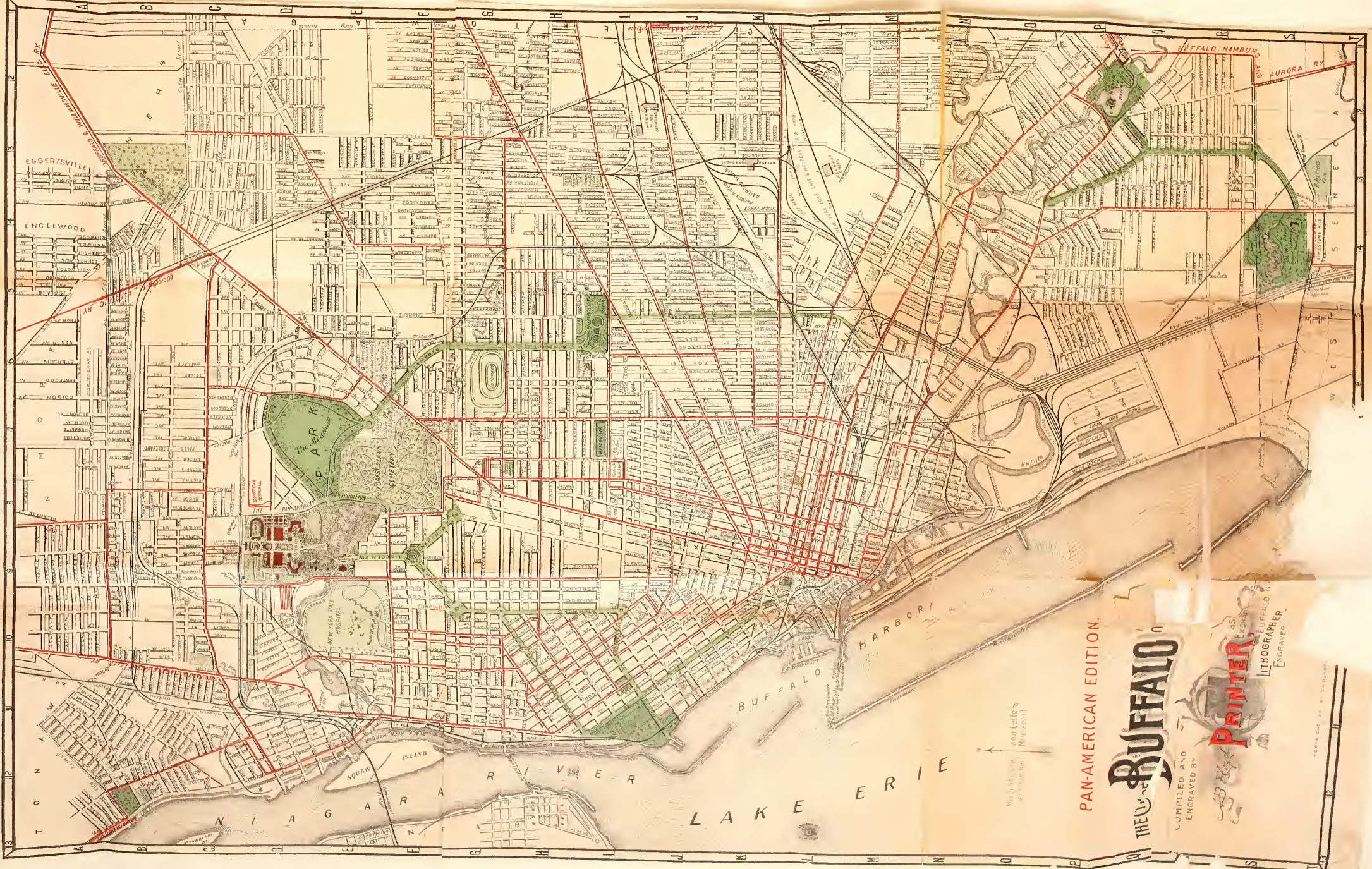
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III



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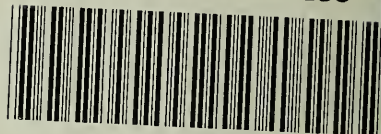
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